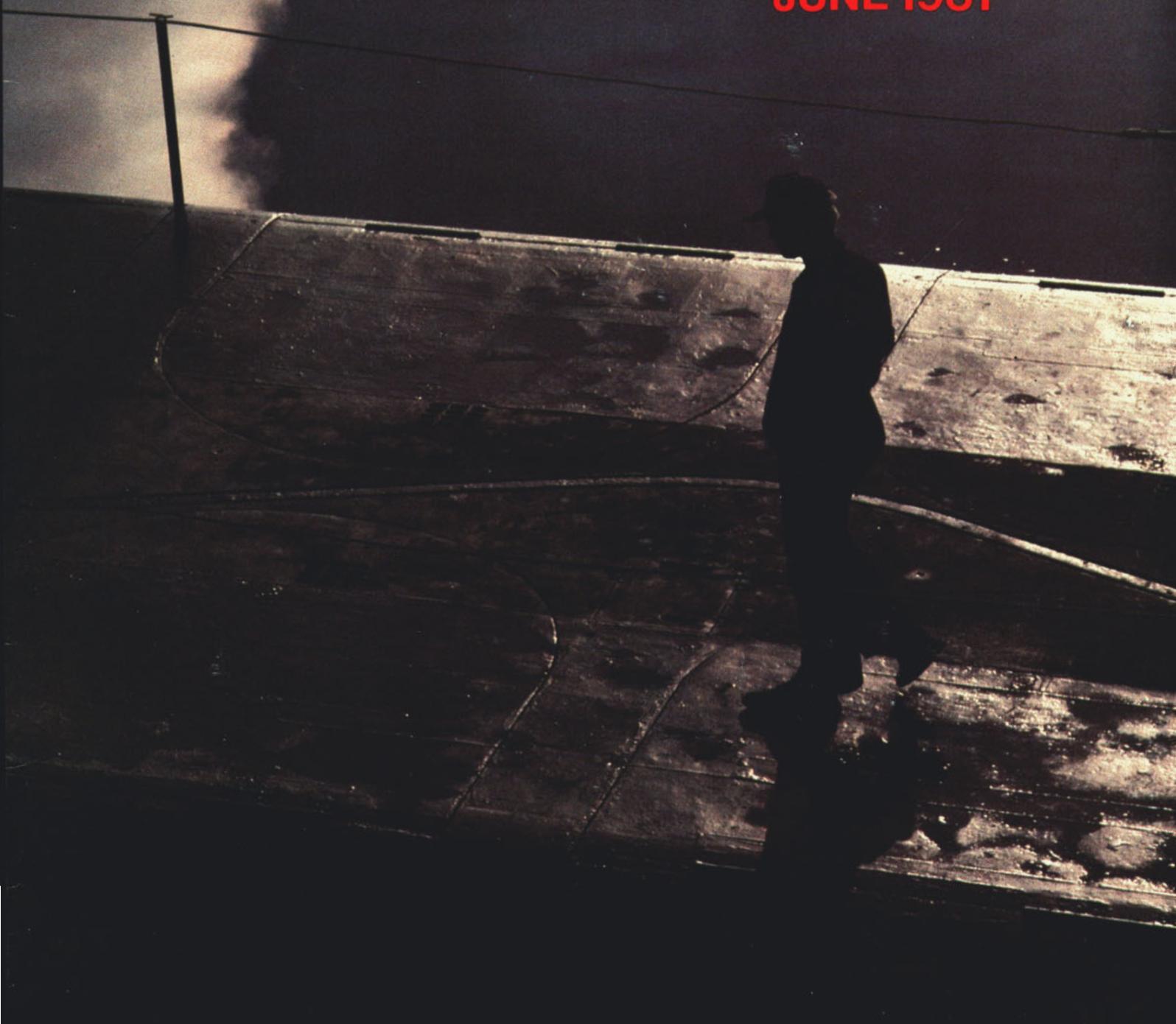


# ALL HANDS

JUNE 1981

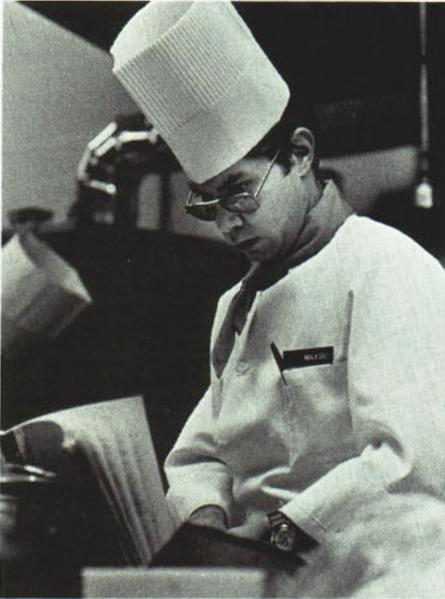


**in this issue:**

**Blue & Gold Sub Crew Changeover**



*Following a ceremony in April in which the Navy turned over the decommissioned Essex-class carrier Intrepid to the Intrepid Museum Foundation, Secretary of the Navy John F. Lehman Jr. presented the foundation's chairman, Zachary Fisher (center), and its president, James R. Ian (right), a painting of the famous ship. The Intrepid, following extensive refurbishing, will become a permanent tourist attraction late this year at New York City's Pier 86, close to the Times Square area. Photo by PH2 Bob Hamilton.*



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# ALL HANDS

MAGAZINE OF THE U.S. NAVY—58th YEAR OF PUBLICATION  
JUNE 1981 NUMBER 773

Chief of Naval Operations: ADM Thomas B. Hayward  
Chief of Information: RADM Bruce Newell  
OIC Navy Internal Relations Act: CAPT Robert K. Lewis Jr.  
Director, NIRA Print Media Div: LCDR Edward A. Shackelford

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A crewman aboard the fleet ballistic missile submarine USS *Francis Scott Key* (SSBN 657) takes a break from the fast pace of crew turnover as steam rises from the nearby USS *Henry L. Stimson* (SSBN 655). Photo by JO1 Lon Cabot.

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## Interview with Director, Naval Intelligence:

# The Soviet

*The reality of the Soviet naval threat and its serious implications was the subject of a recent discussion between the Director of Naval Intelligence and the editor of All Hands magazine.*



**Q:** *Admiral Shapiro, as director of Naval Intelligence, you're in a key position to observe world events. How does it look?*

**A:** Pretty grim. Hot spots all over the globe, where they're already fighting or the potential is there for conflict that can seriously challenge our country's interests. And I'm especially concerned about continued military expansion by the Soviets and the steady growth of the Soviet navy.

**Q:** *You spoke of conflicts. What are some examples?*

**A:** Well, the list seems to get longer every day: to name a few, the conflict along the Cambodia-Thailand border, the Iran-Iraq war, the Soviet invasion of Afghanistan, tensions between Somalia and Ethiopia, civil war in El Salvador, the Libyan involvement in Chad, domestic turbulence in Poland with the specter of Soviet intervention, the always unstable Middle East and the growing threat to Western oil supplies from the Persian Gulf. We've always had tension and wars, but rarely so widespread and simultaneous.

**Q:** *Where do the Soviets fit in?*

**A:** In each of these situations, the Soviets stand ready to take every opportunity to enhance their global influence. They see us as the main obstacle that stands in their way.

**Q:** *Admiral, throughout your career, you've studied the Soviet navy. What has changed in that time?*

**A:** There's no question that the Soviet navy has undergone a revolutionary

*Rear Adm. Shapiro in his Pentagon office.*

# Naval Threat

development. I was a midshipman in the late 1940s, when we thought about the Soviet navy as just a coastal defense force. It supported ground troops, and that was it. By the mid-'50s, its real threat was about 400 diesel-powered submarines and not much more, but even they stayed close to Mother Russia. In 1956, Admiral Gorshkov became commander of the Soviet navy and, 25 years later, he still has the job. Practically from scratch, he has built a blue-water navy—over 200 new major surface combatants, over 400 new submarines and a greatly advanced naval aviation force.

**Q:** *Those are impressive numbers, but what about quality?*

**A:** That's a good question because Americans are used to thinking that anything Russian-built is shoddy and primitive. I was stationed in Moscow, so I know first-hand about poor-quality housing and consumer goods there. But the Soviet military hardware we're beginning to see is very advanced, some even more sophisticated than ours.

**Q:** *You're right, I guess we normally think of Soviet military equipment as rough and primitive.*

**A:** Sure, and I consider 1980 as a real watershed. It not only marked the culmination of a dramatic quarter-century of Soviet naval construction, it also ushered in a whole new generation of submarines and surface combatants—all high-quality. We used to depend on our superior technology to offset Soviet numbers. But now it's clear that the Soviets have first-rate naval technology and, in certain areas, even sur-

pass our own. Admiral Hayward said it best when he noted, "While we have been trying to do more with less, the Soviets have been doing more with more."

**Q:** *How are the Soviets using their new naval capabilities?*

**A:** Admiral Gorshkov is clearly not content to leave his ships in port. He sends them to sea and, with every new addition to the fleet, the Soviet naval

defensive perimeter gets farther and farther out to sea. As recently as 15 years ago, it was an event to see a Soviet ship at sea. Now it's a fact of life that wherever the action is, the Soviet navy will be there with major combatants. They're in the Indian Ocean right now with about 25 ships, for example. They're out there trying to influence world events, and are quite capable of doing that just with their naval presence.

---

## Rear Admiral Sumner Shapiro

Rear Admiral Sumner Shapiro was born in Nashua, N.H., on Jan. 13, 1926. Following attendance at the University of New Hampshire and World War II service in the Army Air Corps, he entered the U.S. Naval Academy, graduating in 1949. He advanced to the rank of rear admiral on Sept. 1, 1976.

Rear Admiral Shapiro has served in surface ships of both the Atlantic and Pacific fleets, and in various staff assignments in Washington, D.C., Europe and the Far East. He is a graduate of the Naval War College, Naval Intelligence School and the U.S. Army Institute for Advanced Soviet and Eastern European Studies. He holds a master's degree in international affairs from George Washington University. A Russian linguist, Rear Admiral Shapiro served as assistant naval attache at the U.S. Embassy, Moscow, from 1963 to 1965, and has traveled extensively in the U.S.S.R. and Eastern Europe.

Rear Admiral Shapiro became the

51st director of Naval Intelligence on Aug. 25, 1978. Before this assignment, he served in the dual capacity of commander of the Naval Intelligence Command and deputy director of Naval Intelligence. Other significant positions of responsibility have included duty as senior intelligence officer, Atlantic Command, and assistant chief of staff for intelligence, U.S. Atlantic Fleet; deputy assistant chief of staff for intelligence, U.S. Naval Forces Europe; and in Washington, as commanding officer of the Navy's intelligence automatic data processing organization, the Naval Intelligence Processing System Support Activity.

Rear Admiral Shapiro's decorations include the Legion of Merit, the Navy Commendation Medal and the Meritorious Unit Commendation. He also holds the American Theater and Korean Theater medals, World War II Victory Medal, Navy Occupation, American Defense and United Nations medals.

# The Soviet Naval Threat

**Q:** *Admiral, we've all read in the newspapers about new Soviet ships and subs now being deployed for the first time in 1980. What is your assessment of some of them?*

**A:** Let me talk first about surface ships, where Gorshkov has had his most dramatic impact. In the '70s, he began building his first VTOL aircraft carriers (the *Kiev*-class). In 1980, the Soviets commissioned two new classes of guided missile destroyers. One of them—the *Sovremennyy*—has several anti-ship missile positions as well as 130mm guns, and constitutes a further step into modern anti-surface warfare. Especially ominous to me, however, is the *Kirov*, a new nuclear-powered cruiser, which began sea trials in May 1980. It's the biggest combatant ship other than an aircraft carrier built anywhere since World War II, and is about the size of some World War II battle-

ships. It displaces 22,000 tons, and bristles with the most advanced surface-to-air and surface-to-surface cruise missiles the Soviets have produced. *Kirov* is probably destined to lead a powerful Soviet task force ranging the seas. It's a major investment for worldwide reach. And that's serious.

**Q:** *What about Soviet submarines?*

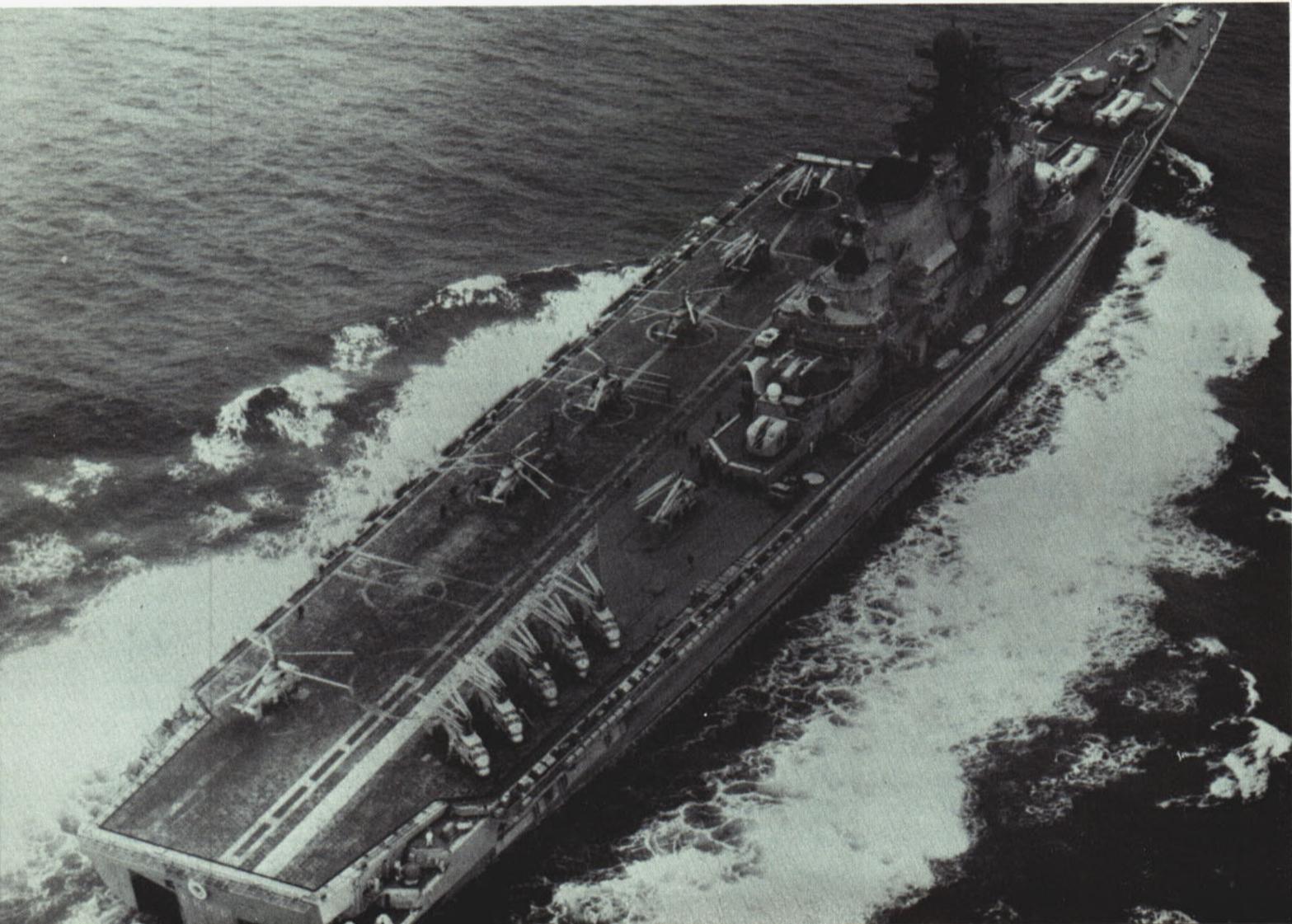
**A:** The Soviets have moved full speed here, too. Last spring, they launched a new nuclear-powered cruise missile submarine class, which we call *Oscar*. It's very large and has a new and more capable anti-ship missile system, similar to that on *Kirov*. It's designed to attack surface ships in excess of 250 miles away, with up to 24 cruise missiles, while submerged. In other words, it packs a powerful punch.

Even larger is the *Typhoon*. It's the

biggest submarine ever built, about 25,000 tons submerged displacement, and carries a new type of ballistic missile with independently targetable warheads with a range of over 4,000 miles. To give you a better idea, the *Typhoon* is about the size of a small aircraft carrier—except it's underwater and can launch missiles against the U.S. from the relative security of Soviet home waters. Then, there's the new *Alfa*-class nuclear attack submarine. Its hull appears to be light weight titanium. With a speed of over 40 knots, it is the fastest, deepest diving submarine in the world today. In short, the Soviets are now at the cutting edge of submarine technology.

**Q:** *The Backfire bomber was in the news a lot, too.*

**A:** Yes, the number of Soviet navy *Backfire* bombers grew in 1980, with



units now permanently homebased in the Black and Baltic sea areas, and more recently in the Pacific Fleet as well. Along with the *Kiev*-class carriers and other new aircraft, the *Backfire* shows the growing sea legs of Soviet naval aviation. Also, I predict we'll see a large nuclear carrier with conventional takeoff-and-landing aircraft by the late 1980s.

**Q:** *That's quite a shipbuilding effort you just outlined.*

**A:** Last year, I called Admiral Gorshkov "the greatest naval shipbuilder since Peter the Great." That's even truer today, and, at 71 years of age, he's still going strong.

**Q:** *I guess that's even more impressive when you consider the domestic economic problems of the Soviet Union.*

**A:** You're right. For the Soviets, the

1970s could be called "Murphy's decade"—whatever could go wrong at home seemed to go wrong. They continually ran short of everything from housing and grain to consumer goods. They lost a large degree of access to American foodstuffs and technology. The Soviets look incompetent in one area after another, except in building a powerful military and naval force—and there they've got their act together.

**Q:** *But aren't these domestic problems bound to affect the Soviet navy?*

**A:** I think they ultimately could. The Soviet people might not be willing to abide indefinitely a standard of living below even their socialist brethren in Eastern Europe. Low labor productivity continues to reduce Soviet shipyard efficiency somewhat. Demographic changes could in 20 years lead to serious shortages of skilled manpower,

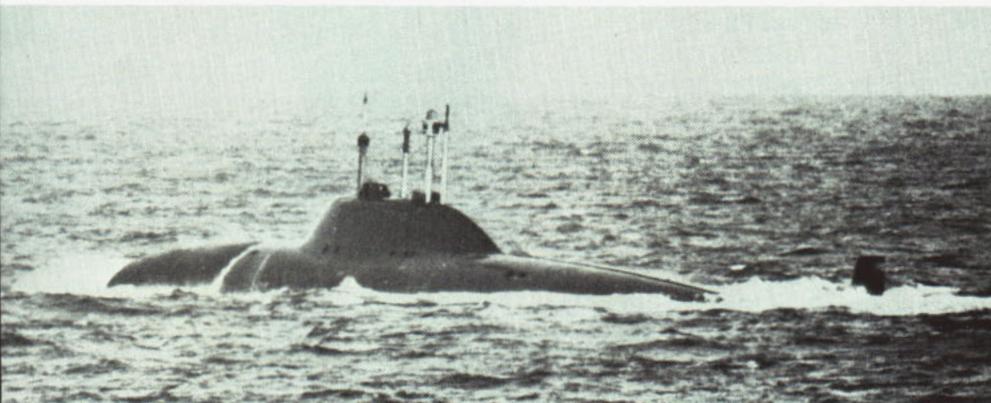
which could affect production and manning of the more sophisticated ships and aircraft. The high-technology drive under way in the Soviet navy will also increase costs tremendously, and the competition for money will get much fiercer with the other armed forces and the domestic sector. Also, Admiral Gorshkov must eventually pass from the scene, and the Soviet navy will lose its most effective champion.

**Q:** *Those sound like serious problems.*

**A:** They are serious. But having said that, I must note that the Soviet navy has strong momentum for continued growth. The Soviets have made an impressive investment in their shipbuilding industry, which shows a firm, long-term commitment. It has five yards building submarines, eight building surface combatants and several others for minor warships and auxiliaries. These have been expanding in capacity, as well. In their recently completed five-year economic plan, the Soviets fell short of one goal after another. But they succeeded in naval shipbuilding, and in our business that's what counts.

**Q:** *Admiral, you mentioned Soviet ships in the Indian Ocean. Where else do they operate?*

**A:** The Mediterranean is still a favorite area. On any given day, there are about 40 to 45 ships and submarines there. During a crisis, like the 1973 Yom Kippur War, the number has quickly doubled. The Soviets deploy regularly to Cuba, often operating in the Gulf of Mexico, and have begun bilateral exercises with the Cuban navy. But in-



*Opposite page: The aircraft carrier Kiev, originally called an antisubmarine cruiser by the Soviets, adds a new dimension to Soviet naval capabilities. Left above: The Alfa-class SSN, the latest in the line of Soviet nuclear-powered attack submarines, has a hull made of lightweight non-magnetic titanium. Speed is estimated to be more than 40 knots. Left: The Soviets' first nuclear-powered surface warship, Kirov—the largest combatant built in the world since World War II (excluding aircraft carriers)—on its initial sea trials in the Baltic in the summer of 1980.*

# The Soviet Naval Threat

creased Indian Ocean presence is the most important recent change. It's more than just a response to our naval buildup there, too. A major Soviet presence in the Indian Ocean is going to be a fact of life we must face.

**Q:** *I've noticed a lot of official concern about the Soviets looking for more overseas naval bases, too.*

**A:** Right, but they seem reluctant to become overly dependent on shore facilities that can be withdrawn by the host country, and they try to depend on their own auxiliaries for support at anchorage. Still, they have moved into former U.S. facilities at Camrahn Bay, Vietnam. They have made Aden in South Yemen and the Dahlak Islands in Ethiopia the main ports for their Indian Ocean fleet. They make numerous ship visits throughout the Third World, and their combatants have used

repair facilities in South Yemen, Yugoslavia, Syria and Tunisia. Also, Soviet naval reconnaissance aircraft routinely use fields in Cuba, Vietnam, Angola and South Yemen to extend their surveillance flights of the Atlantic and Pacific, the Arabian Sea and even our East Coast.

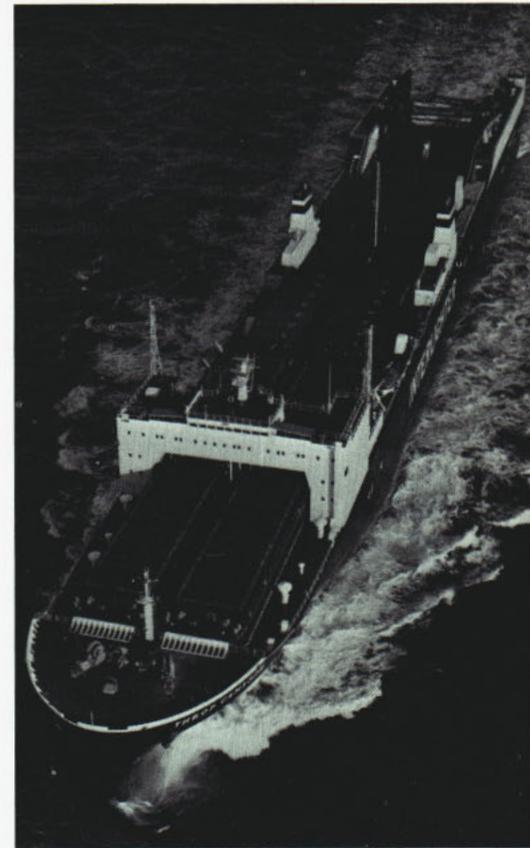
**Q:** *Admiral, we've read lately about several cases of Soviet espionage. What's your estimate of the threat of foreign espionage against our Navy?*

**A:** It's serious and growing. It should be no surprise that our Navy is a prime target for hostile intelligence services. We estimate that many Soviet officials in our country have engaged in espionage. We also must be concerned about Soviet and other Communist trade officials, exchange students, scientists, tourists, clandestine agents without official "cover" and agents involved in technical collection aboard a civilian or naval ship. We're especially concerned about agents who are looking for likely candidates to provide them access to classified material.

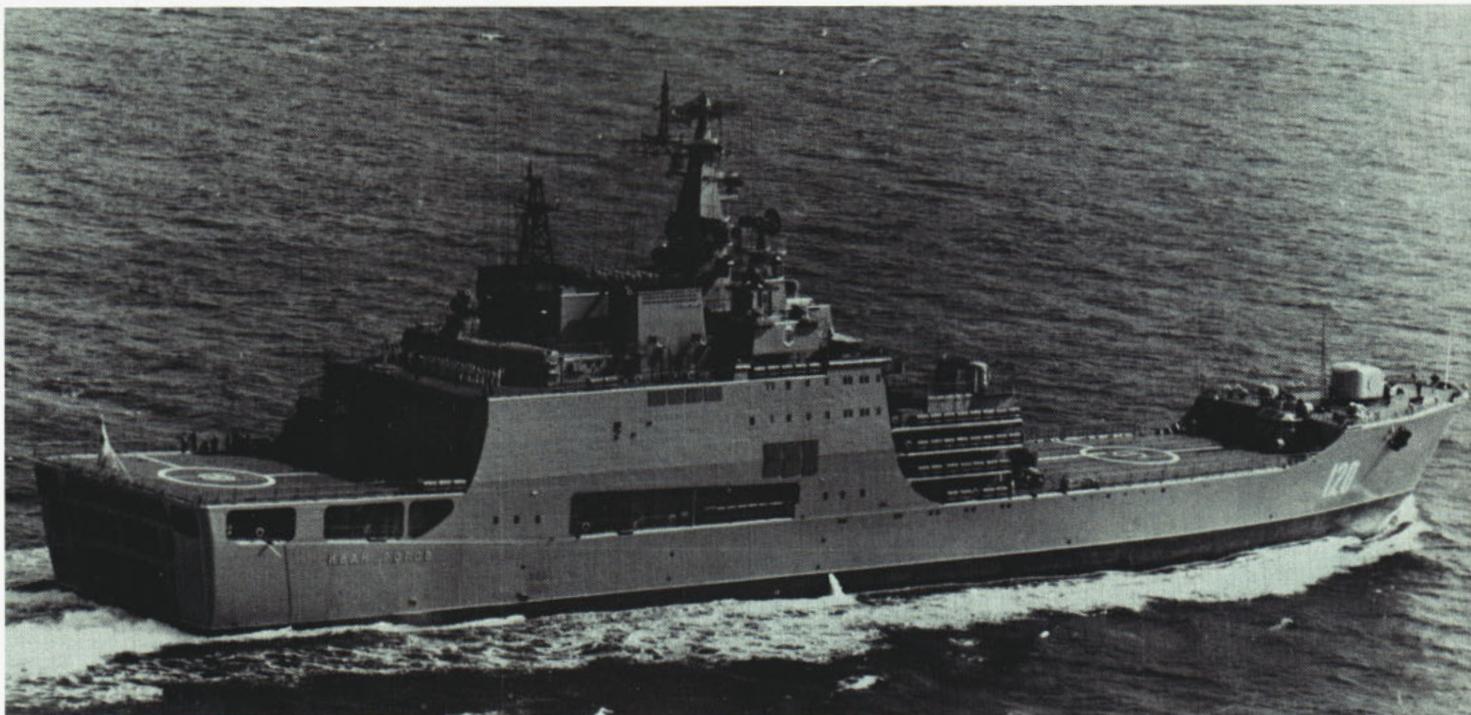
**Q:** *How do these agents operate?*

**A:** Well, they tend to frequent bars, restaurants and other public places to make social contacts with sailors and

Marines. They're looking for people whose individual weaknesses they can exploit, and they usually operate on the premise that Americans will do any-



*Right: The Tibor Samuelli, second of two Yu-lius Fuchik-class Seabee barge carriers. Barges are loaded/unloaded via a stern elevator using shipboard tugs as the ship-to-shore interface. Below: The amphibious assault transport dock (LPD) Ivan Rogov, the largest amphibious unit in the Soviet navy. Opposite page: The YAK-36 Forger is a VTOL aircraft first deployed in mid-1976 on the Soviet carrier Kiev.*



thing for money or to prevent personal embarrassment. They often begin by getting some unclassified, then some innocuous classified information from their targets. Then the "hook" is set. Soon the demands escalate until the American is in too deeply to break off contact.

**Q:** *What's your advice to individual sailors or Marines?*

**A:** First, be wary of chance or unusual contacts with foreign nationals, and especially requests for information. Remember that it's never too late to report suspicious contacts. Let your commanding officer know immediately. Stay alert. That's our best defense against this threat.

**Q:** *Admiral, to sum up, what are the Soviet navy's major strengths and weaknesses?*

**A:** Basically, its strengths are the

world's largest submarine force; the largest minewarfare force and inventory of mines; the largest shipbuilding industry; a balanced anti-ship cruise missile arsenal; an extensive ocean surveillance system; and rapidly improving electronic warfare capabilities. Its weaknesses include a limited open-ocean ASW capability; limited but improving capability for underway replenishment; geographically limited access to the open ocean; inadequate sea-based tactical air forces; and the lack of an experienced cadre of career petty officers.

**Q:** *What about the future?*

**A:** My best judgment is that we'll see these Soviet navy trends in the 1980s:

—Continuing efforts to solve their ASW problems.

—More large, versatile, sophisticated ships like the nuclear-powered *Kirov*.

—No increase in the number of

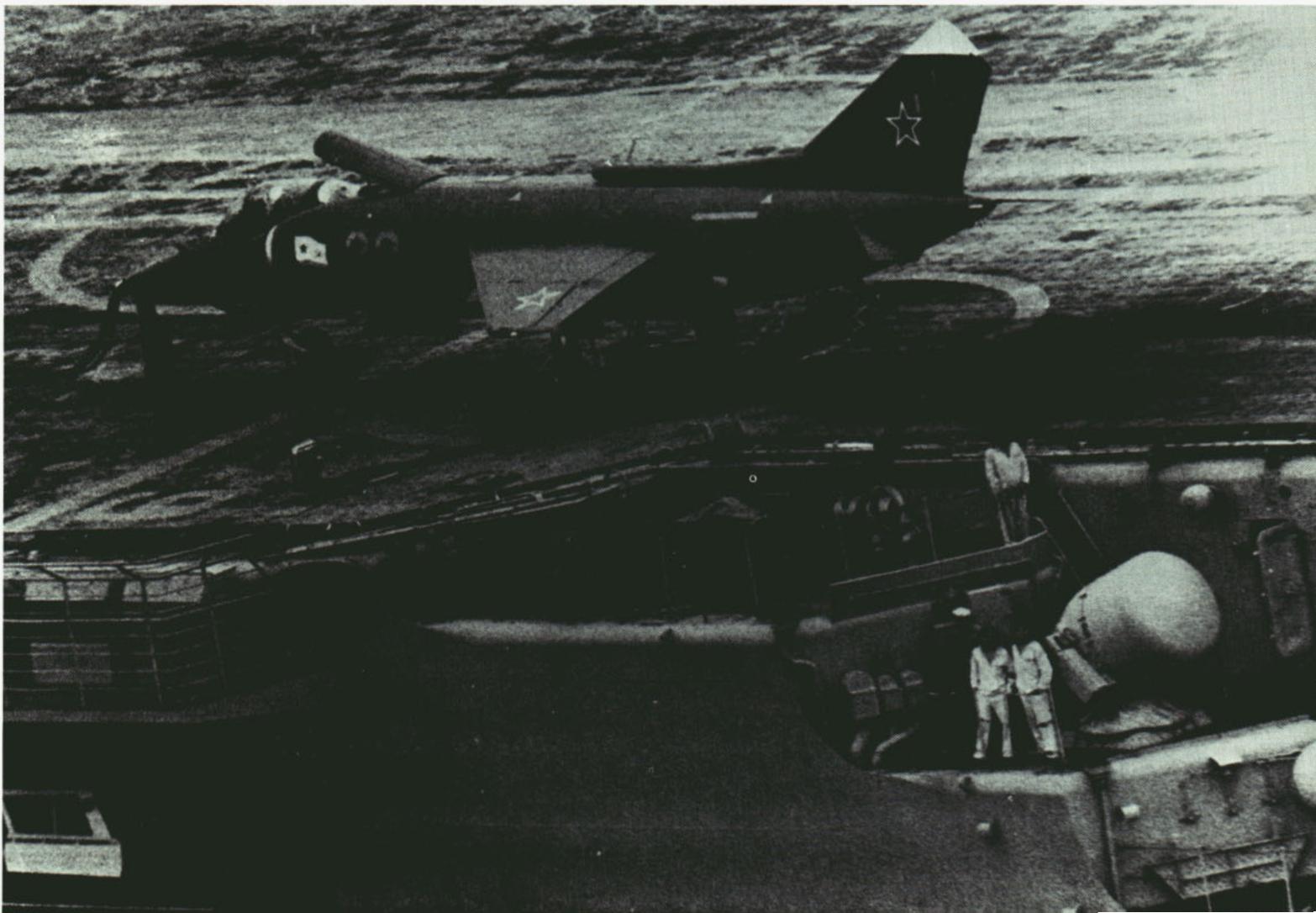
SSBNs, but bigger submarines with longer-range missiles, such as the new *Typhoon*.

—More long-range anti-ship cruise missiles launched from submarines, surface ships and aircraft.

—The first large, probably nuclear-powered carrier with conventional takeoff-and-landing aircraft.

—Gradual improvement in amphibious lift capabilities and support for long-range operations.

There are some other trends, too, but I think I've drawn a good enough picture of a truly "balanced" ocean-going fleet. This is the navy that Gorshkov has told us he was building—a modern maritime force that is increasingly capable of carrying out a broad range of naval missions in strategic nuclear war, limited conventional war and in peacetime as a potent tool of Soviet foreign policy. These developments are clearly of concern to all of us.



## Catering to Navy Cooks



Sliders, floaters, S.O.S. and bug juice may someday vanish from sea-going menus. In their place will be potage, souffle, mousse, knish and souvlaki—all prepared by Navy cooks.

Learning to prepare Epicurean fare is part of a new, off-duty education program offered to mess management specialists by Johnson and Wales College, Providence, R.I.

More than 50 mess management specialists at the Naval Education and Training Center, Newport, R.I., and the Naval Submarine Base, New London, in Groton, Conn., are enrolled in the 16-month program. At the end of their two-year shore duty tour, they will have earned an associate of science degree in culinary arts.

“In today’s Navy, a premium is placed on individuals who have had education beyond high school,” said Lieutenant Mark J. Kanuck, NETC’s food services officer. “Off-duty educational achievement is becoming an extremely important factor in terms of advancement for both military and civilian personnel. A person who has completed two years of college-level work substantially enhances advancement possibilities.”

Doors normally closed to Navy cooks were opened with the culinary training program. The program enhances the cook’s advancement potential and develops culinary skills in a field the Department of Labor estimates will grow by more than 85,000 jobs in the 1980s.

“It’s a good opportunity for us since it’s the first time we’ve had a college program in food services,” said Mess



Management Specialist First Class Ron Reyes. "We've been able to use the training in the galley to make our products even better."

"The course takes up a lot of time," added Mess Management Specialist Second Class Steven A. Briggs. "With working and studying, there's not much time left for anything else. But it's worth it."

The program was formulated in August 1979 by NETC food service people and college representatives. They tailored the curriculum to the professional needs of the MS rating and adapted it so that methods and procedures learned could be adapted to a Navy cook's daily job.

"We started with the idea that there ought to be an off-duty course for the food service rate," said Kanuck. "We found that Johnson and Wales had a culinary arts program; they were willing to help."

*Left: MS2 Richard Greeves shows off a plate of Napoleon eclairs. Above: Chef Hector Lipa, the college's instructor of Oriental cuisine, discusses the day's menu and its preparation with the Navy students. Right: MSI Ron Macedo checks a recipe.*



# Culinary Arts

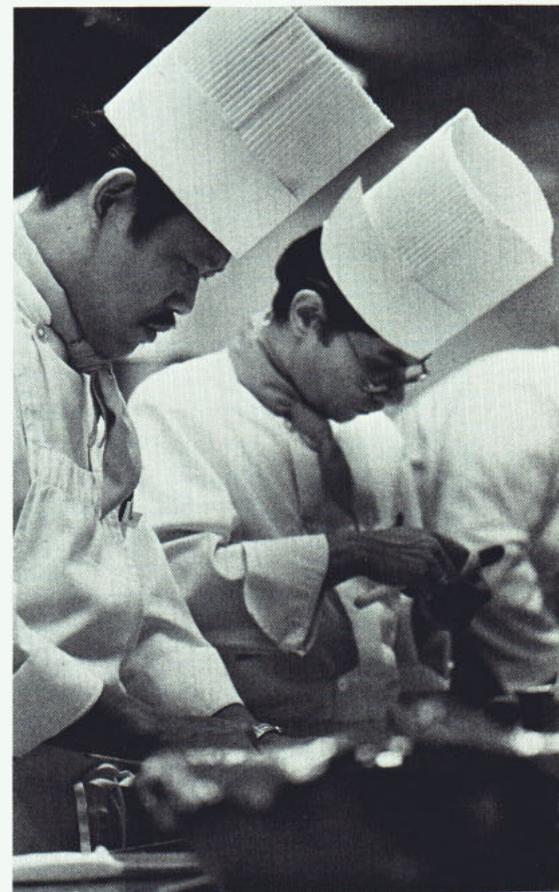
“It’s something new for Navy food service people but it also means better food service for base personnel,” said Ken Levi, the college’s director of ex-

ternal affairs. “The program ends some of the frustrations for Navy cooks who want to learn more.”

To be eligible for the four-semester

program, Navy people must either have completed Mess Management Specialist “A” School or have two years of on-the-job training. They also must pass a comprehensive examination on culinary arts administered by the college. It covers skills ordinarily expected of a mess management specialist third class. Students passing the exam receive 24 of 60 credits needed for an associate degree. They are then given sophomore status.

Divided into twice-weekly lecture and monthly lab classes, the course covers menu planning, food and beverage operation, language arts, supervisory development, sanitation, nutrition, purchasing and facilities planning. The laboratory and demonstration classes are held at the college; each day’s session runs 12 hours.



*Upper left: MS2 Darwin Fabian and MS1 Ed Jose prepare skewered beef and mushrooms. Above: MS1 Rolando Reyes and MS1 Ron Macedo make final preparations for dinner. Lower left: Navy students prepare to serve the dinner they cooked.*

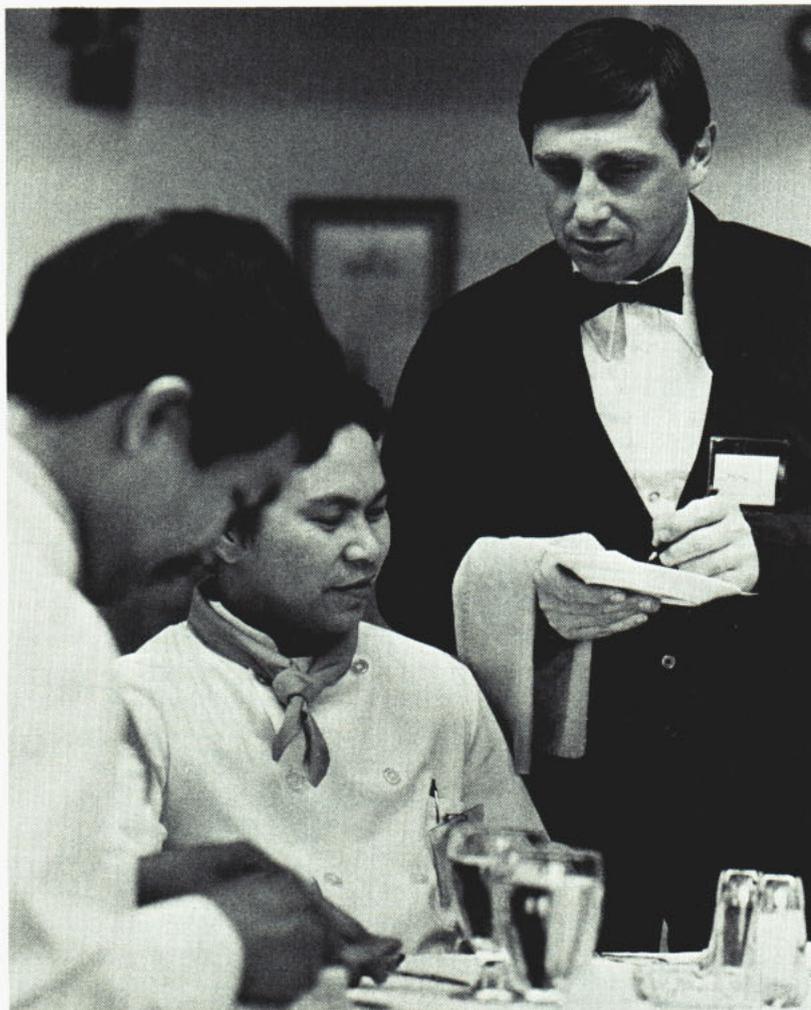
Weekend sessions cover demonstration, production, sauce kitchens, meat cutting, pantry, dining room service, salad and cold food preparation, buffet catering and baking. Also included are Italian, Oriental, international and classical kitchens.

“All the work is college level,” said Kanuck. “The course makes ‘stew-burners’ interested in cooking and adds more professionalism to the MS rating.”

Financial assistance—for tuition and registration—is available through the Veterans Administration or the Navy’s Tuition Assistance Program. The program’s first semester began a year ago. New Epicurean cuisines are now showing up alongside the cooks’ standard Navy items on the Newport and New London serving lines.

—Story by JOC James R. Giusti  
—Photos by PHC Joe Ranieri

*Right: MS1 Charles Manes takes the order of MS2 Darwin Fabian. Below: Navy mess management specialists are served Mongolian fire pot, a traditional Korean dish, by other students practicing as waiters during one of the weekend sessions.*



# Interchangeable Sub Crews

Even before I saluted the petty officer of the watch and stepped off the narrow brow that connected the tender to the submarine, I knew eyes were bearing down on me, examining me in a way that said I was alien . . . that I didn't belong there.

Looking around the deck of the submarine at Kings Bay, Ga., it was obvious that not wearing a baseball cap emblazoned with the submarine's name and hull number was the first sign of being an outsider.

"Hey man, you authorized to have

cameras here?" asked a non-rated crewman with as much authority as any senior petty officer could have.

"Let's see your I.D. card," said a burly junior officer as the wary visitor restrung the chain bearing a placard with the words "restricted area" on it across the narrow brow's entranceway.

Scanning my I.D. card the junior officer nodded in silent approval and asked curtly, "What can we do for you?"

As I began to reply, a stocky senior chief petty officer approached. The brown tip of a partially chewed cigar drooped from a corner of his mouth. Like the other figures hustling around the sub's main deck, he wore a blue baseball cap with the name *Francis Scott Key* (SSBN 657) in bright yellow letters across the front.

"Morning COB," said the junior officer. "Are you going to escort him?"

"Sure," said the bearded senior chief.

Turning toward me, the senior chief introduced himself. "I'm Senior Chief Sonar Technician John Coleman. I'm the COB for the Gold crew."

COB stands for chief of the boat, a title bestowed on the senior chief petty officer aboard a submarine. Officially, the title means adviser and representative for the more than 100 enlisted men who serve on the sub's crew. Unofficially, the COB is the mentor and guardian for the submarine's enlisted crew members.

As COB Coleman moved slowly around pallets loaded with supplies and spare parts, he spoke between chews on his cigar.

"If a lot of people were asking questions about what you're doing here, it's

only because everyone on the boat is very security conscious," he said.

As Coleman explained that submariners are keenly aware of their security restrictions—which sometimes give new meaning to the term "silent service"—a barrage of conversations filled the air.

"Make sure the tender gives that job order top priority," a voice boomed to a figure scurrying up the brow.

"Don't forget to leave those log books," another voice bellowed.

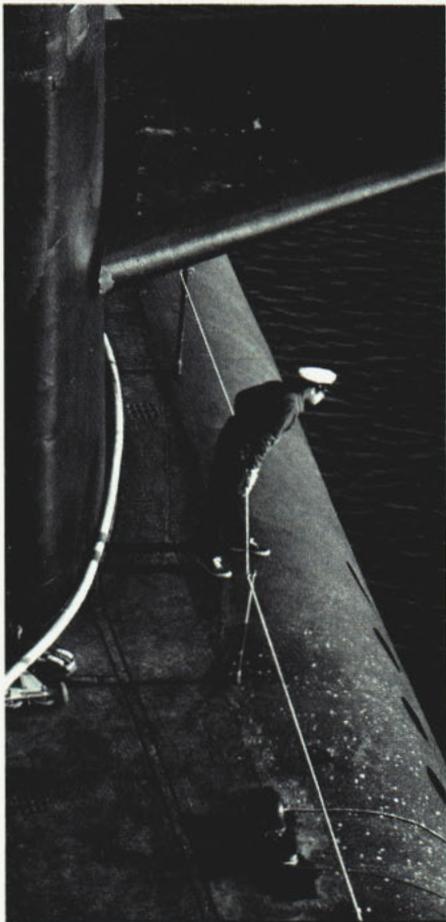
As Coleman made his way to an open scuttle leading to the main below deck spaces, two dungaree-clad sailors straining against the weight of a cruise box moved around him.

"You can take your training manuals with you. We've got plenty with us," said one crewman as he helped wrestle the box down the narrow opening.

"It's going to be pretty hectic below, too," said the COB. "This is the second day of turnover and the Gold crew is anxious to get back to Charleston."

The *Francis Scott Key*, named for the lawyer, statesman, poet and patriot who authored our national anthem, is the Navy's 60th nuclear-powered submarine and the 39th of the original *Polaris* submarine fleet.

Commissioned in December 1966, the *Key* operated for six years with the Atlantic Fleet before undergoing conversion to the *Poseidon* weapons system. In 1973, *Key* returned to operational status and conducted patrols from its advanced deployment site of Rota, Spain, until 1978 when it was transferred to Submarine Squadron 18 in Charleston, S.C. A year later, *Key* became the Navy's first *Poseidon*





*Opposite Page: A member of the watch section aboard USS Francis Scott Key (SSBN 657) checks the progress of divers working over the side. Left: QM2 (SS) Scott Shumway climbs to the main deck. Below: USS Henry L. Stimson (SSBN 655) takes on a harbor pilot as the FBM submarine moves into Kings Bay. Stimson, like Key, was in Kings Bay for a tender availability and crew turnover.*



# Blue & Gold

submarine retrofitted with the *Trident I* (C-4) missile.

Moored alongside the submarine tender USS *Simon Lake* (AS 33) at the Naval Submarine Support Base, *Francis Scott Key* was completing an in-port period and crew turnover before heading out to sea on another patrol.

Crew turnover aboard a fleet ballistic missile submarine is a two-to three-day period that entails a complete change of crews. *Key*, like all FBM submarines, has two complete and interchangeable crews—Blue and Gold—to help alleviate the long at-sea periods required of FBM submariners.

The two-crew concept enables FBM submarines to spend two-thirds of their operational lifetime at sea. This minimizes in-port time and allows the FBM fleet to be one of the most operational in the Navy, a fact most FBM

submariners are quick to point out.

“If you used one crew for the amount of time most FBMs spend on patrol—say over a 12-month period,” said Coleman, “you’d burn out a lot of people in a short period of time.”

Stress aboard submarines is generally higher than aboard surface ships because of the confinement, long at-sea periods and limited communications with the outside world. Even the enthusiasm of the submarine community’s heartiest professionals would wane were it not for the brief respites from the months at sea the two-crew practice provides.

As the COB led the way down a passageway, squeezing by crewmen, he exchanged greetings and inquired about families and plans for the coming off-period.

“When the crew leaves the boat,” said Coleman, “they’ll take buses back to our home base at Charleston. From there, they’ll go through an R and R period. It’s a minimal administrative work period with a lot of leave and liberty. We’ll have musters a couple of times a week for part of the crew and the rest will be on leave or in retraining.”

Retraining of FBM crews during the off-periods of operations ensures that each crewman is well versed in updated technology and operation of various equipment. Qualified submariners must have a working knowledge of many facets of submarine operations including areas of expertise outside their own ratings.

“On a submarine,” said Coleman, “a sonarman, for example, has to be well enough versed in the operations of an engineering space so that in a casualty situation he could actually



*Left: Seaman Apprentice Christopher Houston takes inventory in the officer's mess aboard USS Francis Scott Key. Below and right: Crewmen aboard USS Henry L. Stimson heave to as Stimson is moored alongside the Key.*



operate a piece of equipment. Everyone on a submarine has to know how to make closures or operate specific valve line-ups.

"This requirement is something the surface fleet doesn't really deal with to the extent we do. Retraining during off-periods is one way we maintain this knowledge level among the crew."

The FBM Submarine Training Center at the Charleston Naval Base is where most of the off-crew undergoes refresher training. Specialized training is also conducted at training centers on the East and West coasts.

"The amount of training the average submariner has to go through on a continual basis is astounding," said Coleman. "That's one reason there's so much pride in being sub qualified and having that SS after your rate," added Coleman as he stopped to survey a

crowded mess deck.

Coleman signaled a master chief seated at a small table with several other chief petty officers as we entered a compartment off the mess decks. We were soon joined by Master Chief Machinist's Mate (SS) John Lomax, COB for the Blue crew.

Between sips of coffee and comments about the progress of crew turnover Lomax and Coleman explained their roles on the *Key*.

"Basically, our function during turnover is to ensure the smooth transition of the two crews. I'm not talking about the material condition of the ship, but about personnel," said Lomax.

Crew turnover is a mutual reintroduction into two societies. The on-coming crew introduces the off-going crew into life back at Charleston—

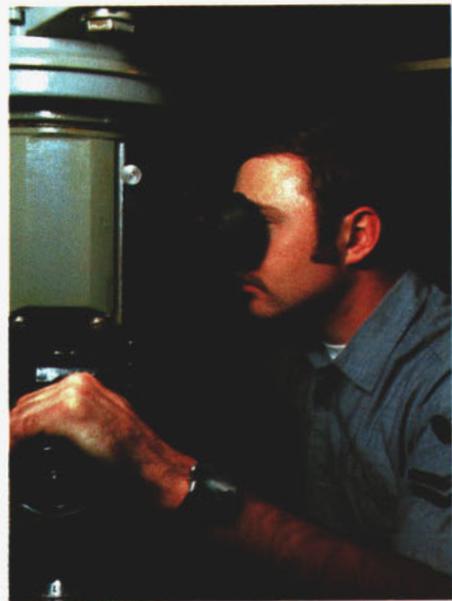
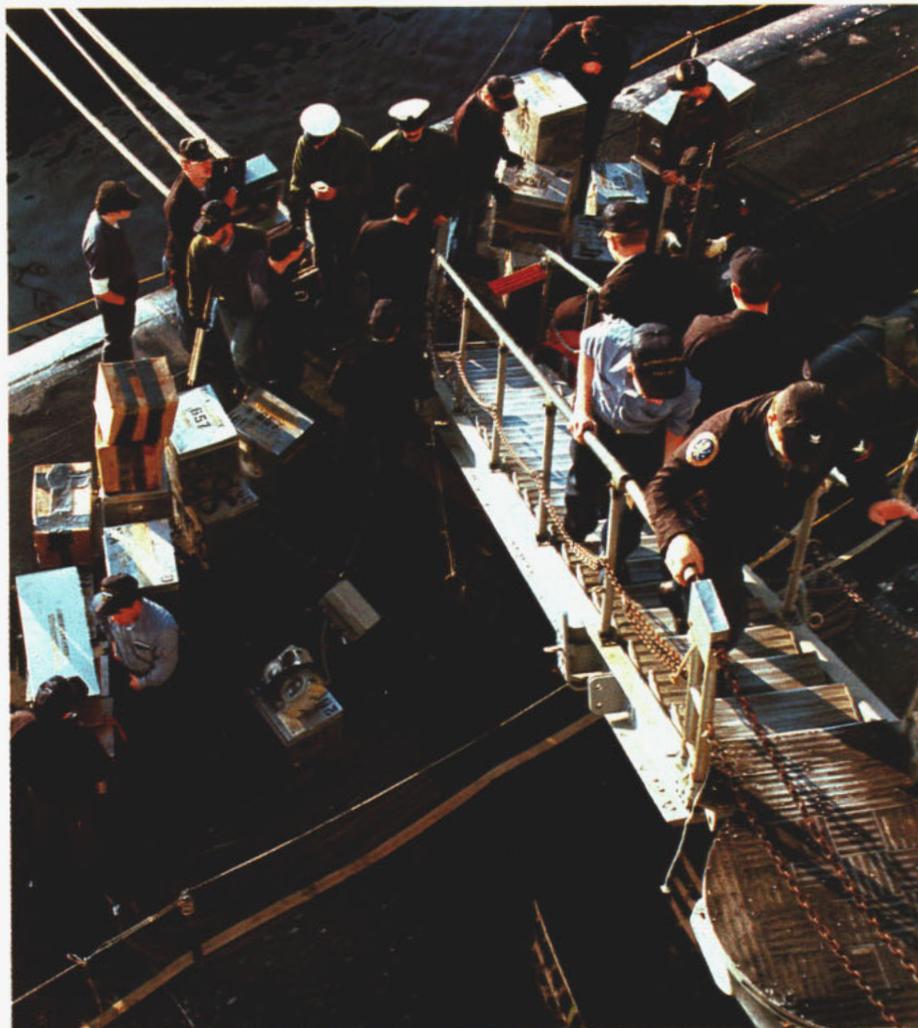
the developments with families and homes; the on-coming crew is reintroduced to their submarine. They're brought up to date on equipment deficiencies and what is being done to remedy them.

Reintroduction to the submarine they will operate for the next 100 days or more is a carefully orchestrated evolution. Although the intense pace of activity leads a casual observer to believe it is a state of mass confusion, turnover is the culmination of extensive planning and preparation.

"Turnover preparation actually begins right from the day the submarine leaves on patrol," said Lomax. "Maintaining logs on equipment condition and general status reports plays an important role in the turnover process."

We then left the small compartment and made our way down narrow passageways, around boxes waiting to be unloaded and consoles of classified gadgetry and electronic equipment, until we reached the commanding officer's cabin.

Captain Lawrence Ross, a former



Above: QM2(SS) Scott Shumway demonstrates how bearings are taken at sea aboard the *Key*.  
Left: Crew turnover is an all hands evolution.

# Blue & Gold



destroyer officer and commanding officer of the *Key's* Gold crew, and Commander Frederick Spruitenberg, a veteran submariner and commander of the *Key's* Blue crew, were wrapping up one of many turnover conferences.

A voice crackled across the submarine's loudspeaker system to remind the crew that divers were working over the side. "Communication is the number one priority in crew turnover," said Ross. If the two crews don't talk to each other, we run into a lot of problems out on patrol. Effective communication between our crews means that the important facts about equipment status are exchanged."

"There's really no formula for this exchange. It's usually pretty informal. But our crews are real professionals

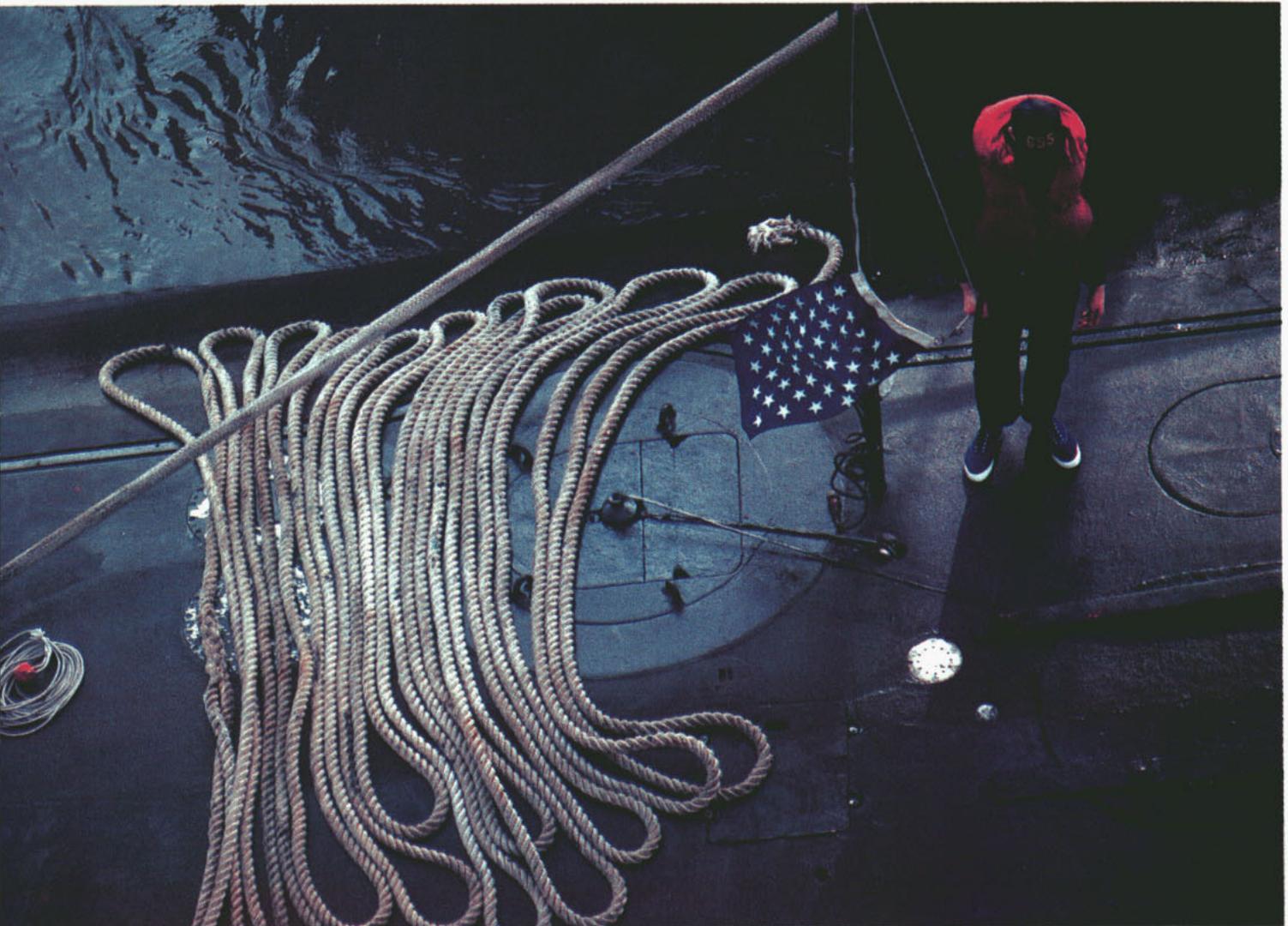
and, in general, turnover is done quite effectively," added Spruitenberg.

The effectiveness of crew turnover is proven when the submarine sets out on patrol. Unless inventories of publications, test equipment and spare parts have been accurately maintained, the success of the submarine's patrol could be jeopardized.

"I don't know of any patrol that has had to be aborted because of an ineffective turnover," said Spruitenberg. "That's due to the professionalism and, I believe, the closeness of the crews."

Working side by side in the confines of a submarine's hull for months at a time breeds a camaraderie unique to the submarine community. Some submariners call it a family concept because of the closeness necessary to function as a unit. One reality of submarine life is that there are few secrets aboard a submarine. There is little that crewmen don't know about each other.

*Left: People from the submarine tender USS Simon Lake (AS 33) board the Key. Below: Mooring complete, a crewman aboard Stimson hoists colors as the ship prepares for a crew turnover.*



"Another aspect of turnover that makes it an efficient way of running a ship," said Ross, "is that during turnover we get two sets of eyes looking at a lot of different areas on the submarine—publications, material, instructions and so on."

"Without the turnover there would be a lot of areas that nobody would really look at closely. With turnover, we're reinvigorating virtually every area of operation aboard," added Spruitenberg.

The two skippers returned to their discussion of the various facets of the turnover's progress. Just past the stateroom, at the quartermaster's stand, Quartermasters Second Class (SS) John Williamson (Blue crew) and Scott Shumway (Gold crew) reviewed the *Key's* supply of navigational charts.

"It may seem hectic aboard the sub right now," said Williamson, looking up from the chart laid out before him. "But, all in all, sub duty is pretty good."

"The extreme isolation on patrols isn't too nice but at least on subs we can plan our lives on a schedule. We spend long periods at sea but on the whole, we probably spend less time under way than a lot of the surface crews do," he said.

The two quartermasters returned to the task of completing their turnover while other crewmen continued to shuttle boxes around the submarine.

As I climbed slowly up the ladder leading to a patch of blue sky above me, from somewhere amidst the clamor below one crewman's voice rang clear.

"Subs may be confining, and there might be a lot of work to do, but I'll bet a lot of surface types start looking at sub duty a lot closer now that the sub pay programs have gone through," he said.

After I stepped from the ladder into the cool breeze that swept along the Kings Bay coastline, I looked back down the hatch. Listening to the easy joking and the flurry of orders being shouted back and forth, I knew that it was more dedication than money that keeps the Navy's submarines manned.

—Story and photos by JOI Lon Cabot

# Ready for Trident

Less than six years ago the Navy's *Trident* program was in its infancy. It was a program the Navy chose as the way to increase combat readiness and reduce operating costs of its fleet ballistic missile submarine force. Today that program is a reality; *Trident*—consisting of the missile, the submarine and the base—is becoming one of the nation's foremost weapons systems.

The *Trident I (C-4)* missile is a three-stage, solid propellant missile, designed to be launched from a submerged FBM submarine. While later generations of the *Trident* missile will fit only the larger *Trident* submarines, the C-4 was designed specifically to fit into the *Poseidon* submarine's missile tube.

When retrofitted to carry the *Trident* missile, *Poseidon* submarines will have an increased missile range of about 1,500 nautical miles beyond the present range of approximately 2,500 nautical miles. With an increased operational range and a greater targeting ability, the *Poseidon* submarine has the ability to operate in either the Pacific or Atlantic theaters while maintaining a vigilance in both areas.

The Navy's first *Trident* Submarine Base (Bangor, Wash.) is in full operation preparing for the arrival of the first *Trident* submarines. Another *Trident* base is under construction at Kings Bay, Ga. An FBM squadron, including some *Poseidon* submarines which have been retrofitted to carry the *Trident* C-4 missile, is operating from Kings Bay.

Major design differences between the *Poseidon* and *Trident* missile systems include:

- *Use of a more energetic propellant*—*Trident* is one stage larger than the *Poseidon* missile. To accommodate the extra weight, a more powerful solid-fuel propellant is used in the *Trident*.

- *Trident missile aerospike*—An aerospike designed into the *Trident* missile protrudes from its tip at a certain altitude, cutting down the flow of friction and extending the missile's range by approximately 300 miles.

- *Weight*—The *Trident* missile is about 10,000 pounds heavier than the *Poseidon* missile it replaces. Because of the additional thrust needed for the *Trident* missile, *Poseidon* subs are fitted with a larger gas chamber than is re-



quired for *Poseidon* missiles.

- *Submarine ballast*—The *Trident* missile will make ballasting the *Poseidon* submarine after a missile shoot an easier task because of *Trident's* structural design.

- *MIRV*—The *Trident* missile, like *Poseidon*, has the capability of being fitted with multiple warheads each of which can be targeted separately. This feature, called MIRV, for Multiple Independently Targetable Re-entry Vehicles, assures *Trident's* ability to penetrate any enemy defenses.

Much of the difference between *Trident* and *Poseidon* missile systems is in the state-of-the-art technology incorporated into the *Trident* weapons system. One of the more significant characteristics of the *Trident* missile system retrofitted on *Poseidon* submarines is a new missile computer which can sense what is happening to the missile during flight and provides finer control over it.

In short, the *Trident* missile enables the *Poseidon* submarine to carry a magnum-sized weapon with very few structural alterations to the *Poseidon* submarine. *Trident* is leading the Navy's FBM force to the frontier of modern technology.

—By JOI Lon Cabot

# A Big Step Up



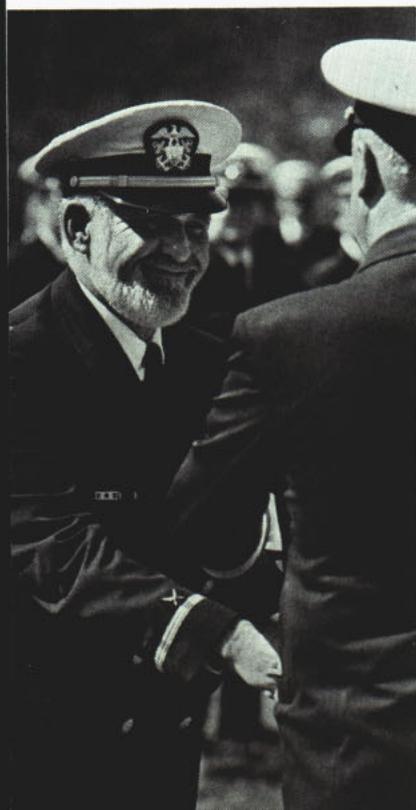
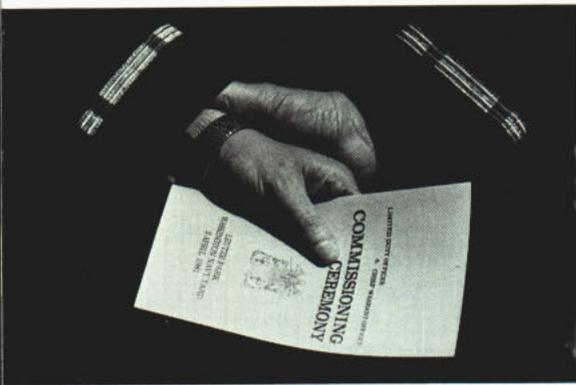
Washington D.C.'s historic Navy Yard was the setting April 2 for the commissioning of 18 enlisted men to limited duty officers and 14 other enlisted men to chief warrant officers.

Administering the oaths was Vice Admiral Lando W. Zech Jr., deputy Chief of Naval Operations (Manpower, Personnel and Training)/Chief of Naval Personnel.

"Our job, our role, is to provide the strength that our country needs," Admiral Zech said.

"We do that in a personal sort of way in our Navy," Admiral Zech added. "We need the hardware . . . but people make our country great. Your role as commissioned officers will be one of leadership and enhanced opportunities to make our Navy stronger."





**Commissioned as LDO Ensign**

AMHC Charles M. Blair III	CTAC Edward H. Kightlinger
AKC Gregory R. Bolger	ATC Sebastian A. Lupi
EWC Donald W. Bowles	ET1 (SS) Elmer C. McClintock
CTO1 Ronald L. Carder	AO1 Oscar J. Robinson
YNC Robert A. Fox	ETC (SS) Leonard C. Stenzel Jr.
STG1 Kenneth D. French	ATC Ronald C. Sutton
MUC Ralph M. Gambone	AMSC Michael L. Upton
PHC Joseph E. Higgins	ETC Michael J. Welton
SKC Daniel F. Jessup	SKC Samuel B. Word Jr.

**Commissioned as CWO2**

AMEC Charles F. Browder	ATC Roger M. Lee
MACS Armando A. Castaneda	ETC Luther D. Leonard
RMC Larry M. Daniels	DMCS Eric Lodders
YNCS James S. Downs	RMC James R. Stephens
ABEC Douglas D. Fenton	AQCS Michael E. Waltz
YNCS George C. Harris	PHC William M. Welch Jr.
GMCS Johnny T. Harris	YNCS Phillip W. Wrobel



*Photos by PH2 Bob Hamilton*

# Bearings

## 'Deck Gentlemen'

"Take in line 12; third deck fantail, single up on line 14, make the stern anchor ready for letting go." Fourteen lines—13 of them doubled, two 20-ton anchors forward, one 10-ton anchor aft, two kedge anchors, four cranes, 10 mooring stations and 14 shiny boats—all these are part of the job for boatswain's mates aboard the USS *Puget Sound* (AD 38).

Duty aboard the Sixth Fleet flagship-tender is special for the people in AD 38's deck department. In keeping with their unusual status, boatswain's mates on *Puget Sound* refer to themselves as "deck gentlemen"—a title which speaks of both their conduct ashore and professional expertise on board.

Don't be fooled by the word "tender"; *Puget Sound's* crew members proudly wear the sea service ribbon and justly so. Every two weeks

the Sixth Fleet flagship visits a different Mediterranean port to fulfill the dual mission of showing the U.S. flag and providing the highest level of intermediate maintenance activity support for Sixth Fleet afloat units.

*Puget Sound's* deck gentlemen earn their title and their keep with the art of positive thinking. From the moment a seaman checks into the deck department, he is instructed in terms of "learning the ropes" and conducting himself with self-confidence, professional pride and personal awareness. With "Go for it" and "Follow Through" slogans stenciled across their hard hats and foul weather jackets, *Puget Sound's* deck gentlemen complete complex maneuvers such as the 14-line Gaeta moor—Gaeta, Italy, is the *Puget Sound's* home port—and refuel underway frigates with nonchalant ease. They often can be found swinging in mid-air keeping *Puget*

*Sound's* sides—which are as high as an aircraft carrier's—in condition worthy of a flagship.

Being on a tender means a lot of necessary dirty work. Being on a flagship means honors and ceremonies worthy of the commander Sixth Fleet, who conducts diplomatic visits with Mediterranean heads of states. But the deck gentlemen resolve this inherent contradiction by keeping the ship primed and ready for both important roles.

As far as the future is concerned, when female seamen check in with AD 38's deck department later this year, the *Puget Sound* tradition of positive thinking will immediately take hold. These newcomers will be known as "deck ladies" and they, too, will keep the tender shining like a flagship should.

—By Lt. M. A. Peck



## Saipan Cruise

USS *Saipan* (LHA 2) recently returned to its home port of Norfolk, Va., after completing a Mediterranean cruise equal to traveling around the world one and one-half times. The Med cruise marked the first ever by an amphibious assault ship.

*Saipan* left home port in August for Scotland and Norway to participate in NATO's "Teamwork '80." From there the ship scurried south, passing through the Med, the Suez Canal and on to the Indian Ocean. By that time it was 12 time zones and almost 10,000 miles from home port.

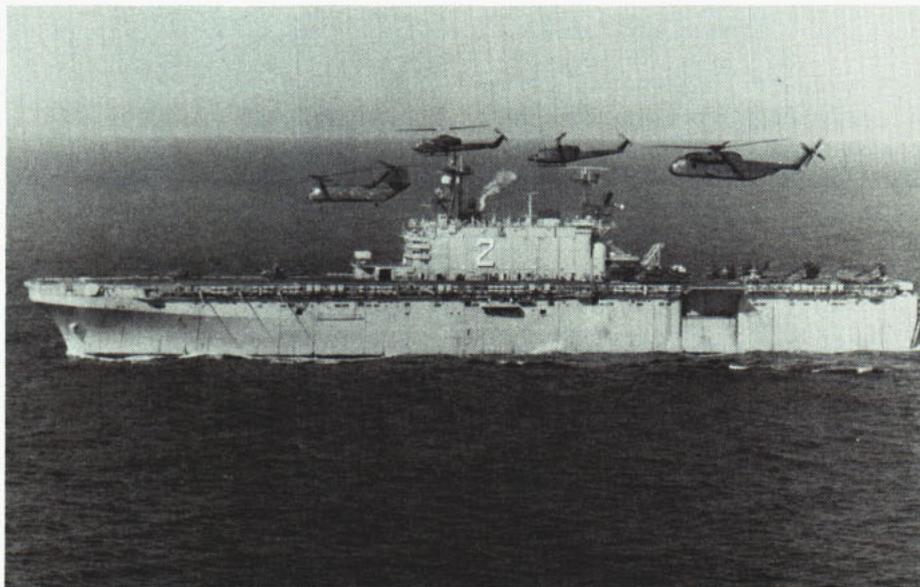
Aside from paying port calls to Portugal, Spain, Italy, Kenya, the United Kingdom and Diego Garcia, *Saipan* visited nine European, Middle Eastern and African nations to illustrate the unique capabilities of the LHA.

The ship's civic action team built houses for the disabled in Kenya. In Barcelona, Spain, they painted homes for the elderly, donated blood and, over the holidays, sponsored a ship-board Christmas party for more than 100 children from an orphanage.

Marine Medium Helicopter Squadron 162 (HMM 162), the airwing aboard *Saipan*, doubled the number of safe landings since the ship's commissioning three years ago. The squadron made 5,311 safe landings and logged more than 3,000 flight hours. In January, *Saipan* recorded its 10,000th landing.

Several weeks later, the flight deck crew learned their performance and safety record had won them the Admiral Flatley Aviation Safety Award. In addition, the air department, electronic warfare technicians, the aircraft intermediate maintenance department, radiomen, assault division and weapons department all received departmental excellence ("E") awards.

*Saipan's* cruise wasn't all work. On Diego Garcia, crewmen participated in the first 10,000 meter *Saipan* Invitational Race as well as track, weight-



lifting, pingpong, chess and even pinochle.

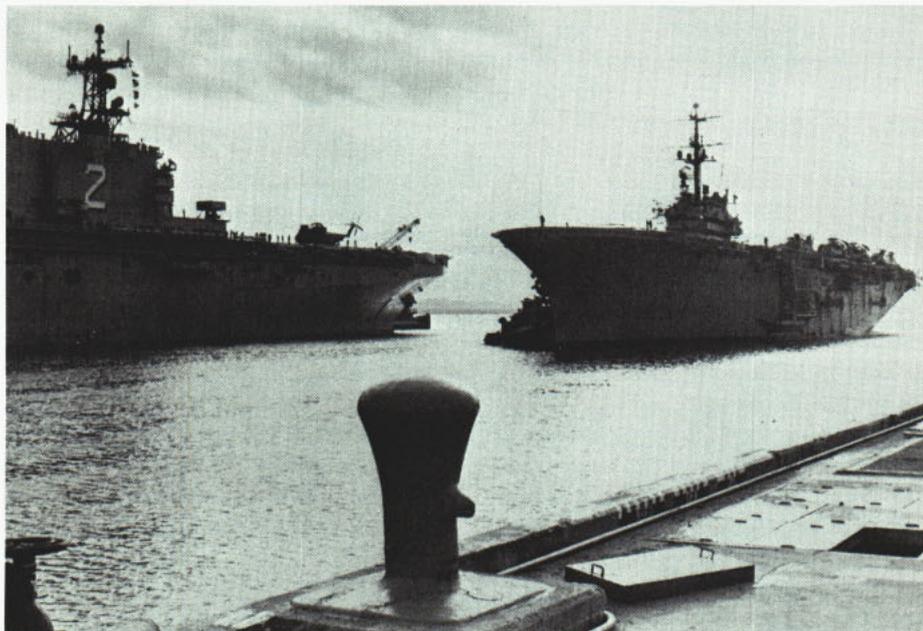
Then there were those 2,000 Marines and sailors who were initiated into the ranks of "shellback" as the ship slipped across the equator into the Indian Ocean.

*Saipan's* overseas diplomacy team sold more than 30,000 tickets for excursions to almost anywhere in Europe—from a day in London or a weekend in Rome to ski trips into the mountains of Germany and countless sightseeing

and shopping tours. In Kenya, the team organized a two-day safari to the famous game preserve, Tsavo Park.

After sailing 32,000 miles in 183 days—its longest deployment—*Saipan* made the voyage home again, carrying a collection of experiences and stories to tell. —Story by JO2 Howard Samuelson

*Above: USS Saipan (LHA 2) at sea with its helos nearby. Below: After its five-and-one-half month deployment into the Med, through the Suez Canal and on into the Indian Ocean, Saipan (left) is relieved at Rota, Spain, by USS Iwo Jima (LPH 2). Photos by PH3 Scott Hall.*



# Bearings

## Uniform Pays Off

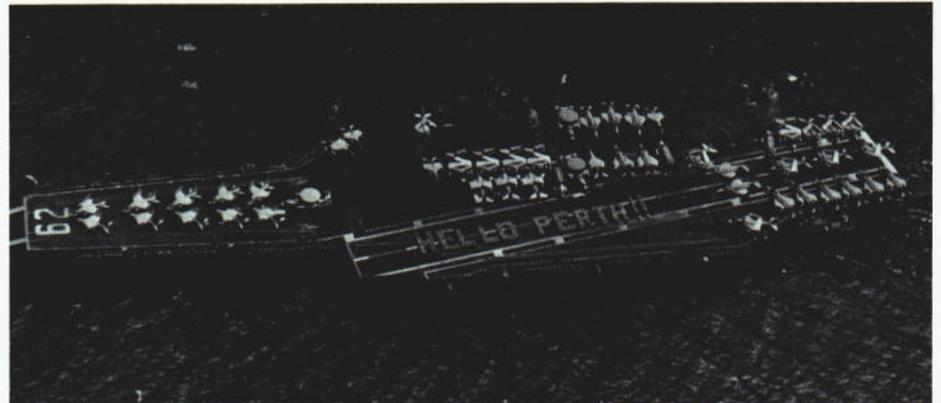
According to a tour book on Western Australia, "When you wake up to blue skies and sunshine, you know it's going to be a good day. When you walk onto the street and everyone you meet smiles and says, 'G'dai mite,' (the Aussie's version of 'good day, mate') you know you're in Perth."

The crew of the aircraft carrier USS *Independence* (CV 62) found those statements not to be idle boasts when their ship anchored recently off Fremantle for a five-day visit there and to its nearby neighbor, Perth.

*Independence* was the first East Coast-based carrier to visit Australia since 1972. The port call was also the first for the ship's crew after spending 75 consecutive days at sea in the Indian Ocean operating with the Seventh Fleet.

Perth and Fremantle residents greeted the U.S. sailors in great numbers, welcomed them into their homes, and sponsored dances and social events for them.

The U.S. sailors found that wearing their uniforms was a big advantage "down under." It gave them greater recognition and they met many Australians, young and old alike, who wanted to talk about America. Also, bus rides between Fremantle and Perth were free to U.S. sailors in uniform.



Perth is a modern capital city with many parks, historic buildings, shopping arcades, restaurants and pubs. Fremantle, a smaller city, handles more than 80 percent of Western Australia's imports and exports. Its harbor is full of ships from all over the world.

The Perth-Fremantle residents were insistent on showing the *Independence* sailors a good time—and they succeeded. In the mornings, some of the sailors shopped in the malls and arcades for souvenirs—everything from toy koalas to opal jewelry. Other crewmen sampled the fare at small cafes or ventured down to the city docks for a river cruise to local vineyards.

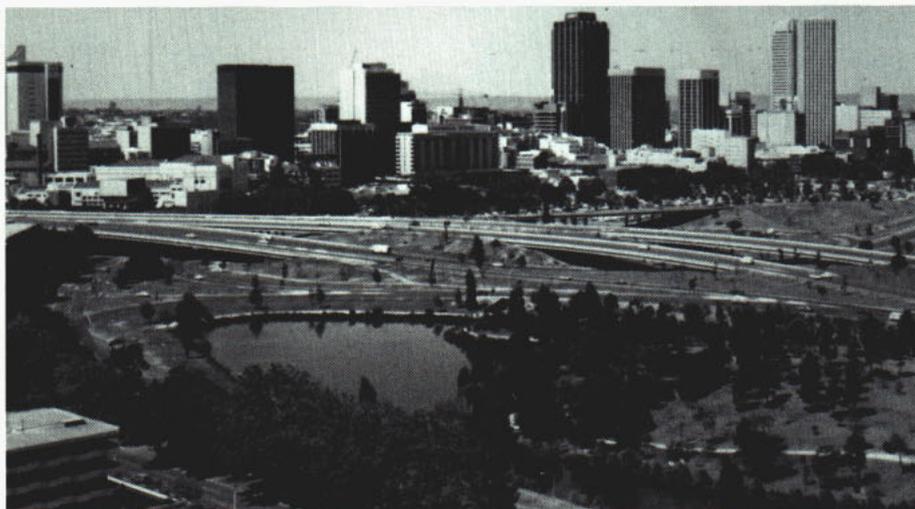
Afternoons—when the sun is hottest—found many American sailors sightseeing in museums and historic

buildings or taking leisurely walks in the shade at King's Park for a panoramic view of Perth and the Swan River. Sun, sand, surf and sailing were always available.

Nightlife offered almost any form of music—disco, rock and roll or country—along with movies, concert halls and fine restaurants.

As happens with all port calls, the five-day Perth-Fremantle visit ended all too soon. Good feelings ran high. The next morning *Independence* weighed anchor and departed from Western Australia and new-found friends.

—By JO3 Greg Turner



It was an exciting visit for *Independence* crew members and for residents of Perth (left), but the kangaroos just rested in the shade. Photos by PHAN Yancy Keslar, PH2 Mark Ball and PH2 Ronald J. Rondeau.

## Part of the Team

"I hope I never have to do my job," said Airman Daniel C. Fisher. "But if I do, I know I will be able to do it right."

A member of the USS *Midway* (CV 41) crash and salvage team, Fisher works on the carrier's flight deck. It is his responsibility to save the pilot if there is an aircraft crash on deck.

"I know it's dangerous, but as long as you remain calm you can accomplish your goal of saving the pilot," he said.

The USS *Midway* operates out of

Yokosuka, Japan. The ship normally spends only about 30 percent of the time in port and when *Midway* is under way, Fisher spends about 12 to 16 hours a day at work. "That may sound like a lot of time, but it goes by quickly because there is plenty of work to do," he said. "The most important thing is to maintain our equipment. Without our equipment we couldn't do our job."

Training is vital when it comes to saving lives. Fisher has been to four firefighting schools and has attended several sessions on the various aircraft carried aboard *Midway*.

When not working, one can find Fisher playing guitar, working out in *Midway's* weight room, running or sightseeing. He has been on *Midway* since October 1979.

"The Navy has been good to me so far," Fisher said, "and I feel I'm part of the team."

—Story by JO2 Gary Smith  
—Photos by PH1 Donald Williams



AN Fisher on his "ready station" (left) and suited up in protective clothing (above), ready for any accident that might happen on the *Midway's* flight deck.

## 100 Ships Later

During its deployment with the U.S. Sixth Fleet in the Mediterranean Sea, the Navy oiler USS *Canisteo* (AO 99) marked two significant events. *Canisteo's* crew honored the aircraft carrier USS *John F. Kennedy* (CV 67) as the 100th ship alongside during the deployment and the 50th ship alongside during the month of January. A cake

baked especially for the event by *Canisteo's* bakers was presented to *Kennedy's* skipper.

Another event was servicing the nuclear-powered submarine USS *Finback* (SSN 670) while at anchor in the Bay of Faliron near Athens, Greece. *Canisteo* supplied the submarine with electrical power, replenished its stores and offered the sub's crew use of *Canisteo's* laundry, barber shops, ship's store and liberty launches. In its 35

years of naval service, *Canisteo* has serviced every major naval class of ship.

Since leaving its Norfolk, Va., home port in late November, *Canisteo* has transferred more than 4.5 million gallons of diesel fuel and more than 1.8 million gallons of jet fuel. It also has transferred more than 800 tons of provisions by highline and helicopter to other ships.

# Reclaimer's Diver

John Nance, a boatswain's mate first class, felt the sudden tug on the thick hemp line in his hands and slowly pulled it up. With a thumbs-up from the deep sea divers at the end of the line, he steadily drew them toward the ship's boarding ladder.

The scenario was familiar to Nance. Although for the moment he served as the guiding hands for his fellow divers, he often dons the cumbersome, 200-pound MK-5 deep sea diving rig required to work in the ocean's depths.

Nance, along with the other crew-

men aboard the salvage ship USS *Reclaimer* (ARS 42), plays an important role in helping *Reclaimer* carry out missions ranging from search and rescue and underwater surveying to the inspection and repair of ships' hulls and assisting with oceanographic projects.

"Since reporting to *Reclaimer* nearly two years ago," he said, "every job has been a challenge."

In addition to his diving responsibilities, Nance has a rigorous daily routine that includes supervising all evolutions on the ship's deck from painting to dropping the ship's anchor.

"Although my primary job is supervising *Reclaimer's* 14-man deck crew in maintaining the ship," he said, "I also supervise the boat crews in landing and rescue operations, maintaining machinery and equipment on the ship's deck and preparing riggings for salvage operations.

"Being a boatswain's mate has instilled a lot of pride in me. I feel my deck force is the best in the Navy. In fact, we recently won a seamanship award from Commander Service Squadron Five in Coronado, Calif., for being top-notch."

Nance said the biggest challenge he's faced since reporting to *Reclaimer* occurred while the ship was en route to Yokohama, Japan, during a recent deployment with the Seventh Fleet in the Western and South Pacific oceans.

A Greek ship, loaded with 19,000 tons of refined clay, had run aground more than 500 miles northwest of Honolulu. The ship was in danger of broaching and breaking up on a shoal. *Reclaimer* was assigned to salvage the vessel.



*Boatswain's Mate First Class John W. Nance, who finds life as a Navy diver demanding and challenging, says Reclaimer's deck force is "the best in the Navy."*

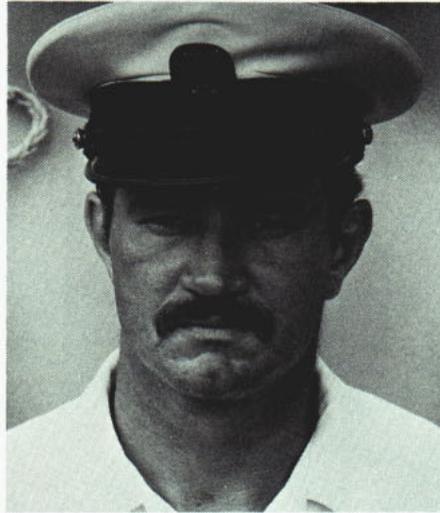
In one of the most complicated salvage operations conducted in the Pacific by the Navy salvage force in recent years, the hapless ship was pulled free of the shoal after five days of around-the-clock work by *Reclaimer's* crew.

"Time and the elements were against us," recalled the boatswain's mate. "The initial concept was to lay beach gear (eight sets of special pulling rigs aboard *Reclaimer*) and pull the vessel off the shoal. After an initial survey, though, it was evident that the wreck had to be lightened. We removed 2,500 tons of the clay from the holds before we were able to pull it free."

Nance, who worked as a cattle ranch foreman before joining the Navy 12 years ago, said his years as a Navy diver have been a thrilling experience. But, he's quick to add that diving is a serious business involving more than the pleasure of seeing the treasures of Davy Jones' locker.

"Diving isn't as glamorous as most people envision," he said. "There are many hazards to cope with. It's hard, demanding work and you have to be able to take care of yourself and your diving partner. Above all, you have to know your equipment."

—Story and photos by PHC Ken George





# Flight of the Valaree

No one is surprised by cold mornings in Detroit, even when the bone-chilling temperature is reinforced by a healthy autumn wind. When the bright sun rose on that kind of morning last November, it offered little in the way of warmth, although it managed to throw the usual assortment of shadows on the ground.

Three shadows that fell across the concrete landing apron at Detroit's Naval Air Facility belonged to C-118 *Liftmasters*: four-engined, propeller-driven transport planes built in the early '50s—direct descendants of the C-54 that helped Berlin escape from the arms of starvation in the late 1940s.

As the sun rose higher over Motor City, it sparked brilliant reflections from the clean, metallic skins of the transports. No warmth came from these reflections, either, and no one knew it better than two aircrewmembers of Naval Reserve Transport Squadron (VR) 52. Braced against the cold, they left the relative warmth of their hangar to start a pre-flight inspection on "Valaree."

Valaree was the aircraft with Bureau Number 131598 painted on its tail, and the two aircrewmembers were Senior Chief Aviation Machinist's Mate Bob Sierakowski and Aviation Machinist's Mate Second Class Ernie Renaud. Both were flight engineers for the crew that would

take Valaree to Africa that morning—via Norfolk, Va., Puerto Rico and Brazil.

The rest of Valaree's crew stood just inside the huge double doors of VR-52's hangar, keeping warm with cups of hot instant coffee: Commander Ray Chop, officer-in-charge and aircraft commander; Commander Charlie Beuher, second aircraft commander; Commander John Violet, navigator; Lieutenant Commander John Folven, co-pilot; Aviation Electronics Technician First Class Keith Burt, radio operator; Aviation Structural Mechanic (Structures) Wayne Pryor, flight attendant and loadmaster; Aviation Machinist's Mate Second Class Walter Halay, also a flight attendant/loadmaster.

"They sure look pretty when you don't have to clean 'em," Walt Halay said, squinting at the C-118s. He looked into his paper cup, trying to decide whether to drink the coffee or dump it on the semi-frozen turf outside.

"Yeah, well, we were gonna keep it a surprise, Walt old boy..." Keith Burt adjusted his glasses and smiled. "But since you brought the subject up, the rest of us took a vote just last night and decided—unanimously, I might add—to let you clean Valaree all the way to Africa."

Walt gulped down the last of his lukewarm coffee, eyed the radioman and muttered, "Ohhhh, a wise guy, eh?"

While Keith and Walt traded barbs,

Valaree's pre-flight check continued. Sure, it was an old plane. No sense in denying that. But overhauls had been made on a regular basis and the airframe was still solid; these *Liftmasters* have been taken care of by the reservists who fly them.

At length, Sierakowski and Renaud finished their inspection and returned to the hangar; their silhouettes cut sharp images against Detroit's bright morning sky. "Hey!" Renaud called out before reaching the huge structure. "What're you guys waitin' for? She's all ready to go!"

Thirty minutes later, the C-118 was airborne, flying eastward to pick up a piece of navigational gear waiting in Norfolk. As the plane slowly climbed to its 12,000-foot cruising altitude, Walt Halay and Wayne Pryor moved up and down the cabin's length, making sure the cargo was properly secured.

Valaree's shadow raced across the earth below as Burt left his radio and wandered to the back of the plane where a mirror hung from a hook. The shortest crew member took out his comb and said, "Say, I sure wish you tall guys would move the mirror when you're done combing your mops so I can see myself!"

He adjusted the mirror, combed his hair, put his cap back on. "Hm... With these green and yellow hats, and blue flight suits, we're a very colorful group—wouldn't you say?" Walt, who'd been observing the combing routine, swallowed the last bit of a

*In early-morning light at Detroit, a member of Naval Air Reserve Transport Squadron (VR) 52 starts a pre-flight check on a C-118 Liftmaster named "Valaree."*

# Naval Air Reserve

sandwich and eyed his own cap. "Off-hand, I'd say that whoever thought up the design of these things was color-blind."

Gray was the predominant hue in Norfolk as Valaree circled above a long row of piers saddled with a fleet of ships. The plane landed near the Military Airlift Command terminal; it wouldn't be taking off again for two days.

Besides needing a new inertial navigational system, the *Liftmaster* had suffered a couple of bent pushrods in one of the portside engines. After much labor by the crew, the senior chief cranked the engine up to top speed which produced a racket very much like the first lap of the Indy 500.

In the cockpit, Sierakowski shut down the repaired engine and craned his head toward Wayne, Keith and Ernie on the ground: "Let's get outta here!"

They did—for about 20 minutes. Just as Valaree cleared the Virginia coast and the lights of Norfolk began to fade in a cloudy haze, the new INS went on the fritz. Valaree had to turn

back; Navy planes aren't allowed to fly over open water without an operational INS on board.

Next morning, pilot Ray Chop and co-pilot John Folven tried once more; Chop guided the C-118 into a takeoff position and put the throttle down. Destination: Long Island, N.Y., to get an INS that worked.

Navigator John Violet sat at a table just behind the cockpit, figuring out a new flight plan from New York to Puerto Rico. On his chart were printed the nicknames of common coordinates—Ginny, Priss, Kraft and so on. "It's up to us to report in at these locations," he said, and covered the intersection of two heavy red lines with his finger. "If we don't, then they're going to assume we ditched in the ocean and a search and rescue will be started."

A stiff wind greeted Valaree on Long Island. It was a freezing wind that whipped the closely-packed autumn trees on the New York ground. They looked like a multicolored shag carpet that had come to life.

The Naval Air Reserve plane landed

at the civilian airport and came to rest in a sea of private aircraft. They, too, were multicolored, closely packed and shaking on their moorings almost as violently as the trees shook at their trunks.

A ground crew approached the four-engined stranger. Pryor opened the door to let out the ladder: The biting cold rushed in.

"Howzit goin'?" one of the ground crew shouted above the wind. "Boy, we sure were surprised to see *you* guys come in for a landing—this is a C-54, right?"

"Uh, no, as a matter of fact," Walt answered, "this is a C-118—queen of the naval air fleet."

"No kidding? Didn't they used to fly these out of Floyd Bennet Field?"

"I suppose they could have—can't say as though I've been there myself."

"Yeah, I'm almost sure they did. My dad was crew chief on these for *years*. Man, I haven't seen one of these babies close up for a long time!" Quite possibly, it was the last time he ever would.

A company representative showed up at the field with another INS unit, installed it on the plane, waited until the exact position was locked into the gyro (which took longer than usual, thanks to the wind that kept rocking Valaree and upsetting the INS's sensitive instrumentation), then wished the crew luck and departed.

The old silver bird hit the sky for a seven-hour ride to Roosevelt Roads, Puerto Rico. The INS finally worked, and it looked like the men of VR-52 (with some additions from VR-51 in Glenview, Ill., and VR-54 in Atlanta) and Valaree might be in line for a smooth flight over the Caribbean Sea; they'd had enough problems already.

Puerto Rico came and went, with an



*Left: In the cockpit, Cmdrs. Ray Chop and Charlie Beuher discuss their flight plan. Opposite page: ADCS Bob Sierakowski wrestles with the innards of Valaree's number three engine; appearing ghostlike against a black sky, Valaree sits crippled at a nearly-deserted airport in Barbados—the C-118 had to land when one of its engines broke down over the Caribbean.*

overnight rest and one more refueling. The following afternoon, Chop nosed the *Liftmaster* into a typical shroud of mist, rain and low-hanging clouds. Recife, Brazil, would be their last stop this side of the Atlantic.

As the long flight wore into evening, Keith Burt called in Valaree's position at intervals over the radio and kept his eye on a yellow radar screen overhead. Its sweeping dial showed "hard" weather cells in the area. One of them waited directly in front of the C-118, but rough weather was one thing that no longer surprised Aircraft No. 131598.

Dinner time arrived. The familiar odor of Walt's cooking spread through

the cabin. "Mmmmmmm..." Ernie Renaud stirred from his doze. "There's nothin' like the smell of meat and potatoes two miles over the ocean."

He was right.

"Come and get it, people!" Walt covered the table with food: steak and baked potatoes, hot rolls with butter, a coffee pot—temporarily functioning as a pan—filled to the brim with cooked carrots, and ice cream for dessert. The crew sat, stood and hovered around the table or wandered up and down the cabin with paper plates full of Walt's culinary achievements. It was a meal that tasted better than anything a commercial flight could ever hope to offer—even the first class section.

One of the starboard engines chose that moment to throw some pushrods out of their casings; co-pilot Folven immediately shut it down. Without warning, Valaree became a crippled bird with only three working propellers instead of four. And it couldn't have happened at a worse time—Walt was right in the middle of serving dessert.

Ray Chop took control in the cockpit, dipped the plane into a wide circle and locked onto a new heading. John Violet stared at his criss-crossed chart. "Barbados is the closest piece of real estate around—I guess we'll put 'er down there." He glanced out the star-

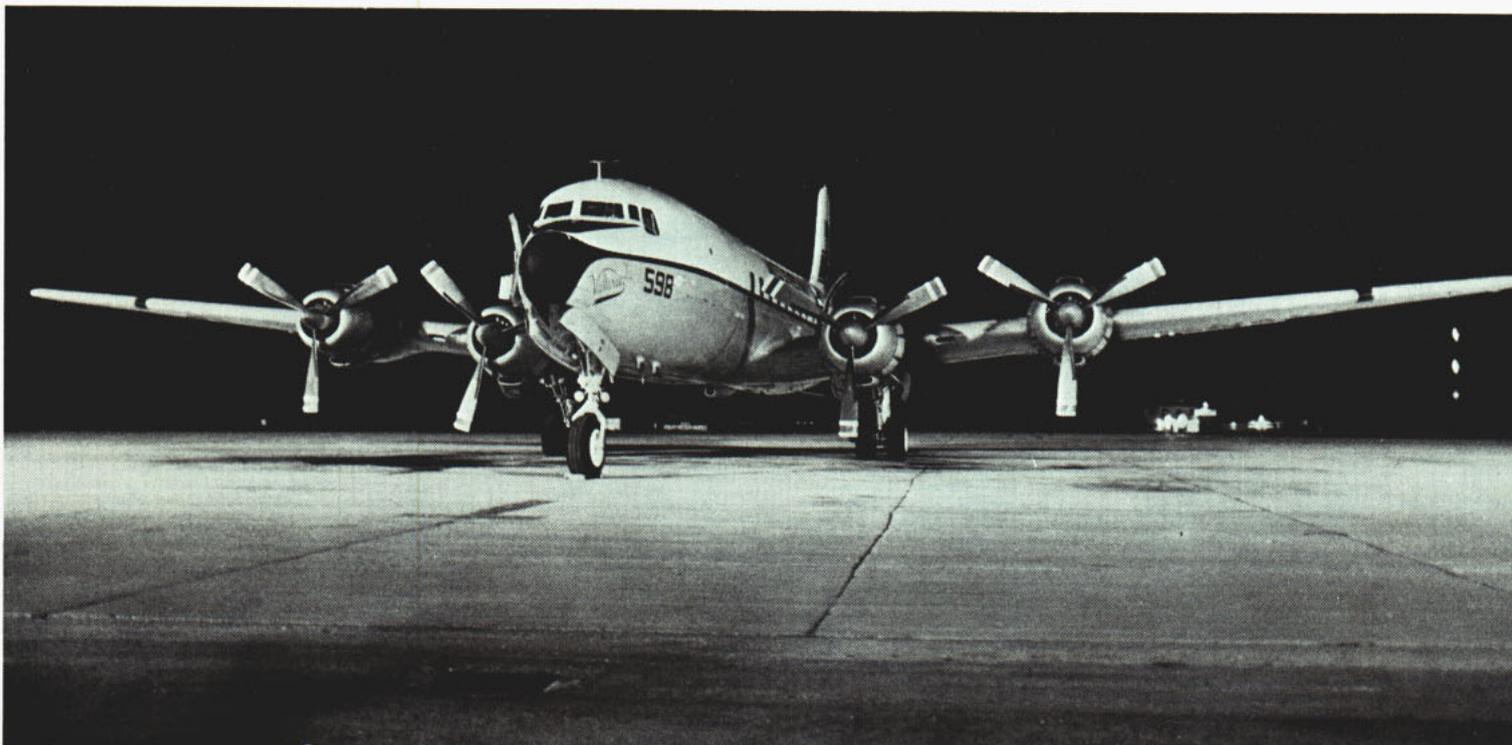
board window. A frozen prop grinned back. The engine drone was softer now, and that didn't sound very good. Adios, Brazil; hello, unscheduled stop.

It was 10 p.m. when the *Liftmaster's* wheels touched down at a nearly-deserted airport on Barbados. The crew got out and immediately went to work on the damaged engine. Chop left the cockpit and slumped into a seat by the table. Orange light from the airfield fell across his face; he was tired and frustrated, but not really in a mood to relax. Sometimes, a pilot can do nothing more than wait.

"You know," he said, "we have something minor happen every now and then during a flight. But this is the worst string of bad luck we've had in a long time." His words were punctuated by the sound of metal against metal as Ernie and Bob removed the engine cowling. Otherwise, only silence.

"And it really bothers me," the pilot went on, "because it's stopping us from accomplishing our mission. We have spare parts aboard that are needed by our ships in Africa. And we're behind schedule—but there's nothing we can do about it. Fate takes its course, and all we can do is try our best to take care of the problem—whatever it happens to be."

For the moment, it happened to be a faulty engine with no ground support



# Naval Air Reserve

available. The Barbados airport was about as active that night as a tomb. Everyone had apparently gone home, except for the crickets and a lone dog trotting along the flight line.

That night, a single crippled aircraft of the U.S. Naval Reserve had the entire field at Barbados to itself. Its silver-skinned presence appeared ghostlike against the India-ink blackness that was the unseen Caribbean. In this setting, five men worked nonstop to save the wounded bird. Relying on their skill, spare parts and tools, they sweated through an eerie quiet zone where a dropped wrench on the concrete sounded like a thunderclap.

Two, three, four hours passed. Walt poured another round of iced tea for the mechanics. Inside the plane, copilot Folven caught a few winks by the fuselage door. Outside, underneath the wing, John Violet emerged from the shadows with a cup of coffee. He watched the flight crew work.

“To me, the Naval Reserve represents a challenge that really can’t be found in civilian life. Like these guys working on this engine, stuck out here on a nearly-deserted airfield. Their

short-term goal is to get that engine operational again. And they’ll work on it an awful long time before they’ll admit they can’t fix it themselves.”

Six hours had passed since Valaree’s touchdown. Four in the morning and not a soul in sight. Bob Sierakowski wiped two greasy arms with a rag and spoke to Ernie Renaud: “Let’s see if it works.”

Walt Halay stood behind them with a cup of iced tea. “And what’re you gonna do if it doesn’t?” The senior chief turned around and said, “Strap you down to the wing and make you flap your arms real hard ’til we get to Brazil.” He tossed the rag at Walt and disappeared into the plane.

Minutes later, Valaree shattered the stillness with four engines running at full throttle. In the cockpit, Sierakowski’s eyes darted from one dial to another until he saw that RPMs were properly matched with power level. Then his left arm shot outside the cockpit window with thumb raised.

For the time being, fate was no longer the hunter.

As the crew replaced the cowling, Violet and Chop went to the control

tower to file a new flight plan. Finally, there was a chance to rest; the crew stretched out on the concrete airstrip as if it were a giant mattress.

In low voices, they talked with eyes closed: Had to dump a lot of fuel before we landed here, you know. Where we gonna get some more? Can’t get fuel at 4 a.m. here. So where we gonna go if we don’t have enough to make Recife? Guess we’ll have to go to that Brazilian air base in Belem—I think we’ve got enough to get us that far. Say, did I ever tell you about the time we had to make a forced landing in the Azores on two engines? We were down to 130 knots when we landed, and these birds stall out at 90. . . .

Chop and Violet returned. As the crew got up from their concrete lounge and headed for the plane, Wayne Pryor looked back at the airport. “Guess we’d better leave this place before we find out it’s actually *inhabited*.”

Much later that same morning, Keith Burt awoke from a catnap and looked outside. Below Valaree, an expanse of brown water flowed—so brown that it probably qualified for liquid earth—with fluffy white clouds scudding across it: the Amazon.

Dense green jungle surrounded the great—almost mythical—river; it was specked with tiny clearings occupied by small villages or isolated huts. The scene made everyone on the plane realize that the glitter of Rio de Janeiro is but a tiny part of the total human picture named Brazil.

Chop put Valaree down in the coastal city of Belem, about midway between Barbados and Recife on the country’s northeastern tip. The plane needed fuel in the worst way, but first things had to be first.

As soon as Walt opened the door, he was greeted by two Brazilian officers, one of them armed with a camera. He wanted to take a photo of the crew in



*Left: AT1 Keith Burt, ADCS Sierakowski and AD2 Ernie Renaud replace broken sprockets during a layover at Norfolk, Va. Opposite page: AT1 Burt is almost hidden by the engine cowling section he carries.*

front of their wonderful aircraft. Since there was no guarantee they'd be getting the fuel anyway (remember, it was another unscheduled stop), Chop and company figured that a little PR-type cooperation wouldn't hurt.

After some minor paperwork difficulties ("We didn't have the right credit card," the commander ex-

plained), the C-118 was refueled and in the air less than four hours later.

Ray Chop sat in the cockpit and steered Valaree toward Recife. "As a pilot, there's more of a challenge involved—more manual operations involved with flying this type of aircraft," he shouted above the engines' drone. "It's less responsive than

a jet. You've got more of a feel in the seat—like you're actually part of the plane. This thing doesn't have any boost controls like the ones in jets. Everything is connected directly by cables to the flight controls."

Co-pilot Folven took over the wheel and Chop relaxed in his seat, staring out the window at the Brazilian jungle. "The only thing you really need to watch out for is the plane's age—the natural stress of time on machinery.

"The main problem presented by the C-118's age is the replacement of worn-out parts. Some of them just aren't readily available in the supply system. But when one of those parts goes bad, the plane needs it *now*—not six months later.

"For example, we were down in Rio one time when one of the brackets on our elevator trim tab broke. A Brazilian Air Force maintenance sergeant was very helpful: He took the broken pieces to the metal shop and had another one made. That was lucky for us, because I seriously doubt if it was available on-line anywhere in the states."

The crew stayed overnight in Recife. Some found time the next morning to do some souvenir shopping. Then Valaree took to the air for a 12-hour jump over the Atlantic.

That evening, high above the ocean—where air currents play a major role in determining how enjoyable a meal is going to be—dinner was served.

This time, Wayne Pryor was the chef and the menu included ham, baked potatoes, hot rolls and butter. The coffee pot was full of corn instead of carrots. John Folven glanced from his plate to the pitch darkness outside Valaree and asked, "Say, are we *really* going all the way to Africa?"

The senior chief, sitting next to him, paused to look at a piece of ham on the end of his plastic fork. "No, sir, we're not really going to Africa at all; this is just a diversionary tactic. We're *really* going back to Barbados—we're curious to see what it looks like during the day."

—Story and photos  
by JO2 P.M. Callaghan



# The Fleet's at Home in NEWPORT

The reality of living in a vacation spot doesn't usually happen until retirement, if then. So, if the question "why not live where you vacation?" ever comes up, a sigh is often the only answer.

But for more than 1,200 sailors, the answer is a positive "we do." They and their families are with the Navy ships returning to Rhode Island, a state described in an energy-conscious tourist ad as "four gallons long and three gallons wide." Ten Navy warships now make Newport, R.I., their home port; the return of the ships to the state took place over the past seven years.

For these people and others at Newport's 31 separate commands, the city stands tall among Navy home ports.

In the Newport County area, the

Navy maintains a prestigious position as the largest single employer, both in terms of personnel and payroll. In the state of Rhode Island, it is second only to the state government.

The gross payroll for Navy civilian employees and military people in the state rose to almost \$168 million in 1980. In addition, more than \$2.4 million was paid to some 1,433 inactive duty reservists attending drill aboard various ships and reserve centers.

On any average day, some 3,700 civilian employees, 3,440 military people and about 1,970 on board students are counted in Newport's Navy payroll population. Also a large part of Rhode Island's economic picture is the Navy's more than \$16 million in construction contracts and about \$160 million in

service, maintenance and supply contracts.

Its waters have provided a safe haven for Navy ships since colonial days. The Continental Navy used the anchorage off Coasters Harbor Island as a refuge between engagements with the British. Subsequently, U.S. Navy warships sailing into Newport were a common sight. When today's Navy ships pass under the Newport Bridge that legacy continues.

Newport's fleet of Surface Squadron Two consists of four frigates: USS *Capodanno* (FF 1093), USS *Valdez* (FF 1096), USS *Miller* (FF 1091) and USS *Connole* (FF 1056); four destroyers: USS *Vogelgesang* (DD 862), USS *Barry* (DD 933), USS *Edson* (DD 946) and USS *Manley* (DD 940) and two ocean





*Left: Frigates USS Miller and USS Newman K. Perry flank a visiting foreign destroyer at Newport's Navy pier. Bottom: The rocky shoreline and weather-beaten buildings are common sights to Navy ships steaming into Newport. Below: Future Navy officers marching to class and colorful picnic tables awaiting a summer clambake are familiar scenes.*



# Newport

*Officer training is Newport's key role and is exemplified by the old Naval War College, now a museum (below), new Fitzgerald Hall of the Surface Warfare Officers School (center) and the new Naval War College (bottom right). Far right: Parents with their son at the Naval Academy Preparatory School.*



minesweepers of Mine Squadron 12: USS *Dash* (MSO 428) and USS *Detector* (MSO 429).

Unlike some Navy ports, Newport has a picturesque atmosphere. It is the yachting capital of the world and home of yachting's most prestigious event—the triennial America's Challenge Cup Race. Waters of the Narragansett Bay offer some of the best boating and fishing in the Northeast.

"Besides being unique for our surroundings, we picture ourselves as having a distant outpost flavor, too," said Captain Robert R. Greer, Commander Surface Squadron Two. "Newport is a good place for Navy people and their families. Its small shops give it a small town atmosphere, but it also has an international flavor from the summer tourists and yachtsmen who come here from all over the world.

"Newport's beaches rival those anywhere," he added. "Perhaps their only drawback is the northern latitude. It doesn't stay warm too long, but the Navy people here are well satisfied with their surroundings."

Rhode Island's climate has been de-

scribed as invigorating and changeable. Its four seasons attract residents and visitors to autumn walks, winter skiing, spring picnics and summer clam-bakes. Though normally not subject to great extremes in weather conditions, Rhode Island has an average temperature of 70 degrees in summer and 30 degrees in winter. In Newport, gentle breezes accompany the mild summer; winter is escorted by gusting winds.

Newport's attraction to visitors began in 1524 when the Italian navigator Giovanni da Verrazano was exploring the North American coast. Enthralled with Narragansett Bay, he lingered for two weeks; it was perhaps history's precedent of the "two-week paid vacation."

Nearly two centuries later, wealthy planters and merchants from the Carolinas and the Caribbean made annual summer pilgrimages to Newport, establishing it as one of the early American summer resorts.

Because of its rich and famous visitors, Newport and its Aquidneck Island neighbors—Middletown and Portsmouth—are a visual treasure-

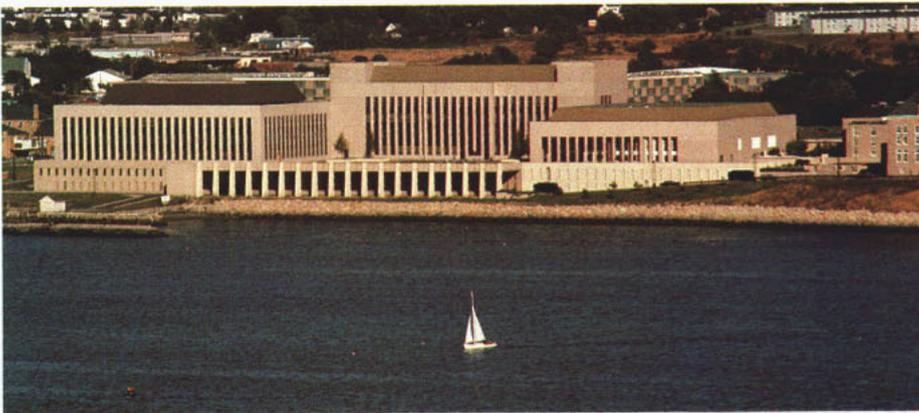


trove of American history. Much of the city's charm lies in its quaint streets, now living reminders of its past.

One of Newport's historical sites might date back to the Vikings. The origin of "the Old Stone Mill" remains a mystery, in spite of extensive archaeological research. The most popular theory is that it was built by Vikings hundreds of years before Columbus discovered America.

Other landmarks recall America's colonial days. The Old Colony House is the second oldest capitol in America. Redwood Library, the nation's oldest library building, has given continuous service since 1784. It contains an outstanding collection of rare books and early American paintings. Touro Synagogue, America's oldest synagogue and one of the most beautiful of the colonial houses of worship, still follows the Sephardic or Spanish-Portuguese Orthodox worship of its founding Portuguese Jews.

In Newport, a person is never more than a few thousand feet—less than a mile—from the sea. The city's ocean drive, rocky seacoast and harbor provide a recreational Eden dotted with restored Victorian mansions and modern condominiums.



These mansions, many along Bellevue Avenue, were the summer “cottages” for millionaires. More than one chapter in American social history was written in their elegant ballrooms and parlors. Today, the city’s collection of restored mansions contains some of the finest examples of 18th century interiors and furnishings. “The Breakers” was modeled after an Italian Renaissance palace and “Rosecliff” was modeled after the Grand Trianon in Versailles. “Belcourt Castle” contains one of the oldest and finest private collections of stained glass decorative artworks.

“Newport has everything a big city has in the way of things to see, to do and to enjoy,” said Steve Alexander of

the local Chamber of Commerce. “Besides, it is one of the best places to live in the United States. It’s like living at the beach year-round.”

Called the “City by the Sea,” Newport has gained distinction as the birthplace of American lawn tennis (grass courts). It is the home of the National Lawn Tennis Championships, played in the Newport Casino which also houses the International Tennis Hall of Fame and Museum. In addition, Newport plays host to two professional tennis tournaments, an annual professional golf tournament and four major sailing races.

Several ingredients other than the city and its scenic surroundings make the area well suited for Navy people

and ships. The harbor’s physical characteristics, the base support facilities and the ship-to-ship working relationships make homeporting work.

“Newport is ideal,” said Commander John C. Davis, USS *Edson*’s commanding officer. “We are not overcrowded from the standpoint of number of ships or berthing except at peak periods with visiting ships. The relations with the squadron and other ships are very good. From that aspect Newport has become a very popular home port.”

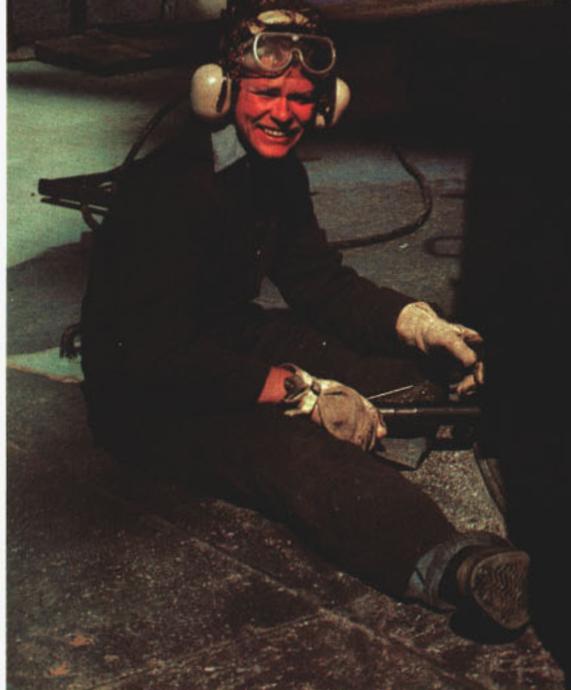
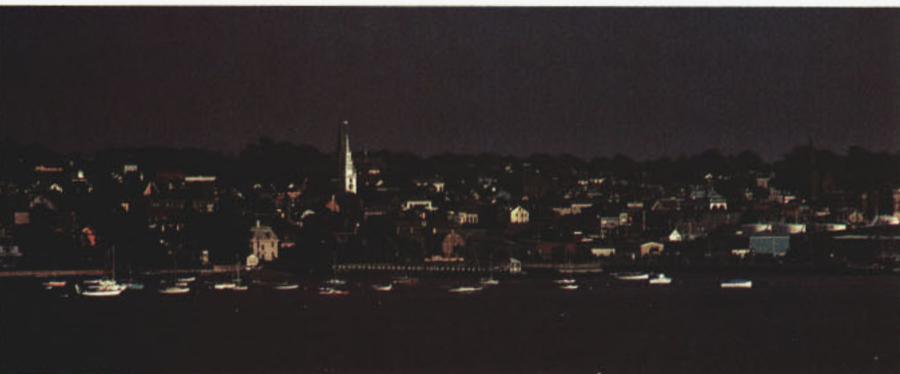
“All in all, one of its real strengths is its location,” said Captain Edward C. Whelan Jr., commander of the Naval Education and Training Center. “As one of the finest harbors in the world, it’s easy to navigate. This means shorter sea details.”

“Newport gets a ship’s crew away from the shuffle found in larger ports like Norfolk,” said Lieutenant Junior Grade David R. Streeter of the *Miller*. “It makes it a lot easier for us to get our routine taken care of on the ship. Sometimes we wish we had all the support facilities available in ports like Norfolk but getting away from the hub of activity results in more flexibility.”

NETC provides the main support for the ships as part of its dual mission—it

# Newport

*Clockwise: A sailor on board USS Edson takes a break from paint chipping. A local businessman and his seafood restaurant. Trawlers are as common as sailboats in the harbor.*



trains officers and officer candidates and provides support for the fleet and other tenant commands. Officers are often recycled through Newport for additional training at the Naval War College, Surface Warfare Officers School and other NETC schools. Officer training takes priority, but NETC's unique command structure provides the necessary resources to support the ships and other commands.

"The ships and their dependents are part of the envelope that we look out

for and support," said Whelan. "And all my department heads are officers with sea experience. They recognize the problems of supporting the fleet; they solve potential problems before they become real ones.

"We can focus our resources on a situation easier than other commands because the public works center, supply center and other support commands that are separate commands on large installations are departments of one activity here. This reflects in the organization's ability to be sensitive to the needs of others."

But Newport is a small base and the returning of the ships means the supply pipeline tends to be longer than at larger facilities.

"Parts for our machinery spaces are hard and long to come by," said Boiler Technician First Class Ronald E. Beauchamp on *Edson*. "If we need something right away we either make it or find a way to renew the part ourselves."

"Lack of supply support for the ships has become something of a myth over the years. . . that end of the pipeline feeling," said Greer. "Logistical support, in fact, has been upgraded dramatically and that's very encouraging to me.

"Our type commander has dedicated a twice weekly support run from Norfolk to the force ships here in New England. For the support of the ships by NETC, I couldn't ask for a better neighbor and a better provider. In return we make the ships available for indoctrination of the various officer classes."

In support of the fleet's maintenance program, a Ship Intermediate Maintenance Activity/Naval Reserve Maintenance Facility (SIMA) is under construction and scheduled to swing into operation this summer. It will handle the intermediate maintenance for all Newport-based ships and some maintenance of ships homeported and undergoing overhaul in the New England area.

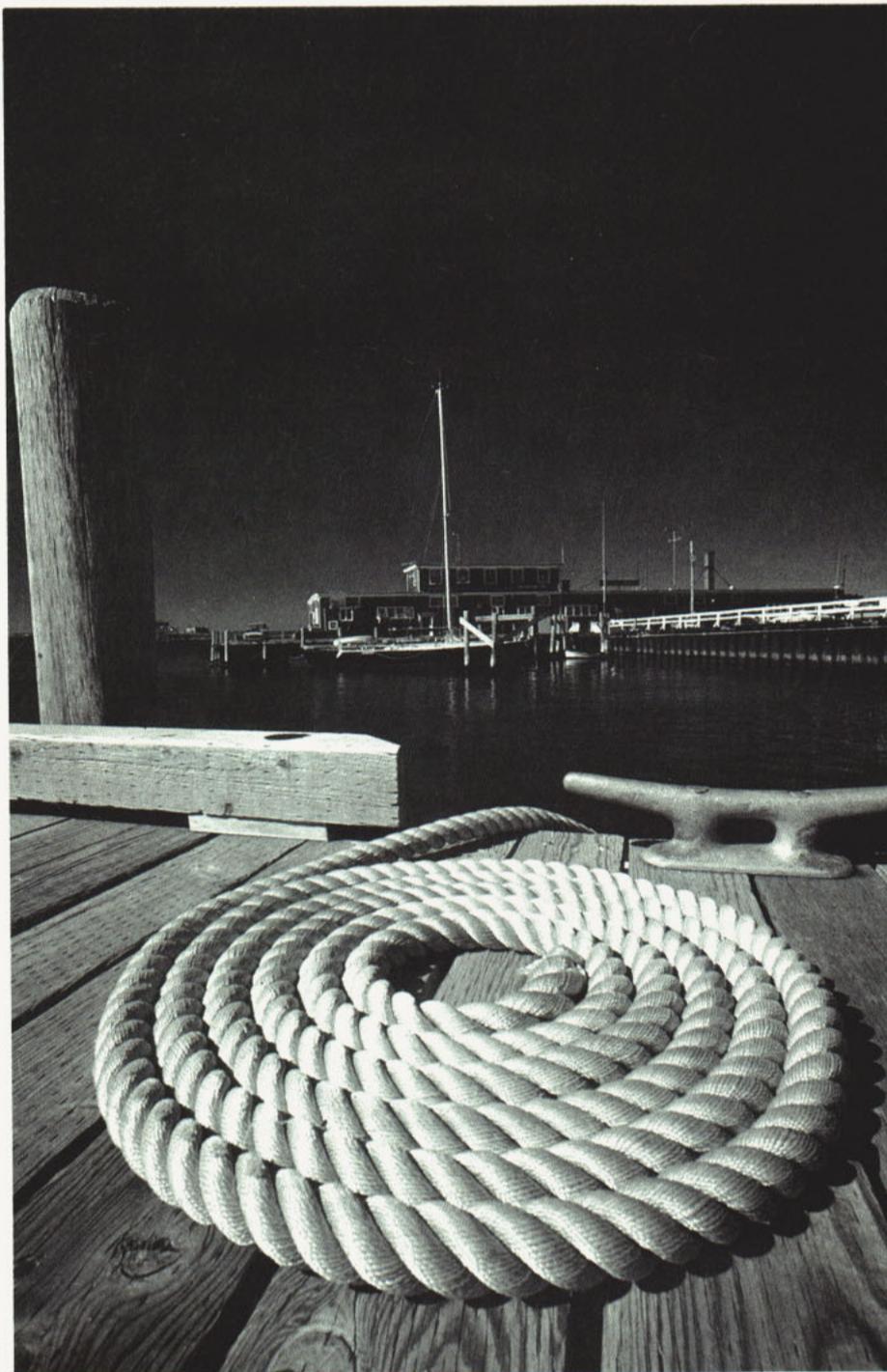
The SIMA is outfitted with industrial plant equipment obtained from the decommissioned destroyer tender

USS *Shenandoah* (AD 26) and other procured machine shop equipment. Two officers and 50 enlisted people will man the facility and will be augmented with Naval Reservists from 21 units.

"The SIMA will become a very fine maintenance support facility for the ships," said Greer. "It will be an unusual situation that will provide the

Naval Reserve craftsmen with important training. We are proud of our association and have a high regard and healthy respect for the reserve contingency."

NETC's support goes beyond the everyday supply and maintenance needs of the ships and tenant commands. The exchange and commissary, medical and personnel facilities have



# Newport



*The roadbeds of Newport's original streets recall the city's colonial days when the Continental Navy used it as a haven.*

been consolidated and upgraded to accommodate the growing number of students and fleet units.

"The base facilities are good," said Personnelman First Class Russell W. Cain on *Edson*. "They could be better but you have to compromise someplace. On a large base, the facilities stay open longer hours. But I am willing to put up with the few extra hours I cannot shop at the exchange. The advantages of duty in Newport outweigh the inconveniences."

"Facilities are not spread out and everything, in general, is fairly well covered in terms of commissary, medical facilities and family activities," said Carol Streeter, wife of Lieutenant Junior Grade Streeter. "The only drawback is putting up with the hordes of tourists and downtown traffic during the summer season."

"The morale, welfare and recreation facilities are very active and well supported from the waterfront to the playing field," said Greer. "Anything that anybody would want is available. Beyond the station, we have access to the sports, social, cultural and recreational outlets here, in Boston, less than two hours away, and in Providence, about 45 minutes away."

Both the base and squadron are ready to assist the spouse of a deployed sailor if a problem should develop. The base provides quarterly information

seminars for the Navy wives.

"Our ombudsman program with the ship and staff is very active," said Greer. "And for the families of our men who remain behind, we work with the base to face any problems and satisfy the dependents. No problem lingers more than several hours and only a few have gone more than a couple of days without being resolved."

NETC's Consolidated Service Center houses the personal property, housing, disbursing and personnel offices along with several other base offices providing new arrivals with a single site for check-in.

"Before, personnel had to go all over the base to check in, but now they just stop at the center," said Whelan. "We have a reception area for the incoming family and everything is within this building. So if another form is required, a sailor just has to go down the hallway instead of across the base."

The allure of Newport fades a little when a discussion turns to housing. Although on-base housing appears superior to that at other naval installations, off-base housing is less available and more expensive. Nonetheless, the NETC housing referral office has a good handle on what is available in the local area.

"The only problem with the Newport area is the price of off-base hous-

ing," said Electronics Technician First Class Vincent R. Yohe on *Miller*. "Personnel coming in the area in March, for example, will get reasonable rentals. But once the summer season rolls around it's not uncommon to see rent for an efficiency apartment go from \$180 a month to \$200 a week. It hits the pocket real quick."

An estimated 60 percent of Newport's Navy families live in the naval complex's 1,459 relatively modern government quarters located at the northern and southern ends of the base, surrounded by farmland. This is about 30 percent more housing available than at other large installations.

For the single sailor, Newport holds similar attractions and breaks the mold of a typical Navy town.

"Most of the Navy people enjoy it here because there are no strips like those outside most large naval bases," said Yohe. "And the people treat us like their own because Newport is a seagoing community. They know what it's like to work on the ocean every day."

"Most everyone I talk to, especially the newcomers, is really impressed with Newport," said Davis. "As a matter of fact, more than half our first-term reenlistments are GUARD assignments to Newport or a ship homeported here. They want to stay in the area."

"We think we have one of the best relationships in the country," added Alexander. "We have a Naval Affairs Council that was formed to recognize the Navy and to bridge the gap between the Navy community and the business community."

*Edson's* skipper summed up homeporting in Newport: "Newport is an easy sell for duty and its good reputation has spread throughout the Navy. I haven't heard anything negative, with the exception of a Southerner talking about the winter here."

—Story by JOC James R. Giusti  
—Photos by JOC Giusti  
and PHI Jim Preston

# Family Affair

Last December, Commander John D. Lasswell relieved his brother, Commander James B. Lasswell, as executive officer of the amphibious transport dock ship USS *Duluth* (LPD 6). Although the Lasswell brothers have served in the Navy for more than 17 years, neither one ever imagined their careers would cross at such a unique junction: the same position aboard the same ship.

Sons of a retired Marine Corps colonel, John and James have been separated for the most part by their respective naval careers. But that pattern was finally broken by their unusual relieving as execs.

In turning over responsibilities aboard *Duluth*, Jim Lasswell—who'd been XO for two years—didn't anticipate any complaints from his sibling. "When things happen independently, as they do aboard *Duluth*, that's when it really becomes fun.

"Ideally, the XO dreams of the day he doesn't have to do anything, be-

cause his job is to stimulate the activities of basically self-operating divisions and departments."

Regardless of the operational smoothness of LPD 6, John Lasswell still thinks his new job will be a challenge. "There are two concerns that impact directly on the job of the XO in terms of my major priority—retention. First, I must impress a spirit of concern for people at all levels of command; second, I have to provide a fair and well-enforced daily routine that enables everyone to know exactly where they stand." He concluded that people are much more content if the routine aboard ship isn't shaken up by unpleasant surprises.

But he also made it clear that a smooth-running work environment in the Navy doesn't translate into boredom. "You're constantly bouncing around between a variety of situations and persons. The Navy has a lot of good things about it that are hidden—things you never realized were

there until you haven't got them anymore."

Brother James felt that the people he worked with aboard *Duluth* were exceptionally competent, and made his job much easier than it might have been. "I really loved every minute of it," he said. "It's been a fun tour of duty. *Duluth* is a good ship, and everyone aboard lives by that reputation—they do things the right way because they want to, not because they're forced to. I'm proud and happy to turn over a ship that's in such tremendous shape to my brother."

And with brother John now serving as XO aboard *Duluth*, that job is still the exclusive property of the Lasswell family.

—Story and photo by JO3 Rick Walsh

*Brothers John and James Lasswell—both commanders—recently exchanged duties aboard amphibious transport dock USS Duluth (LPD 6). Their career paths crossed in this unique way after more than 17 years of service.*



# Currents

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## **NJROTC Instructors Needed**

Navy and Marine Corps officers (W-1 to O-6) and enlisted members (E-6 to E-9) who have retired within the last three years may qualify as instructors in the Naval Junior Reserve Officers Training Corps. The NJROTC course of instruction, offered at 233 high schools, includes leadership, naval history, naval organization and orientation, seamanship and basic navigation. Classroom instruction is augmented by military drill, orientation cruises and flights, field trips and mini-boot camps. The minimal education requirement for instructors is a bachelor's degree from an accredited college or university. A high school diploma or its equivalency is required of assistant instructors. More information may be obtained by contacting the nearest NJROTC area manager:

Area 4	Warminster, Pa.	(215) 441-2179
5	Norfolk, Va.	(804) 444-7214
6	Charleston, S.C.	(803) 743-4251
7	Orlando, Fla.	(305) 646-5972
8	New Orleans	(504) 361-2578
9	Great Lakes, Ill.	(312) 688-2187
11	San Diego	(714) 235-3670
13	Seattle	(206) 527-3363

## **Navy Memorial Donation Program Under Way**

A donation program to make commemorative gifts to the Navy Memorial has been established by the U.S. Navy Memorial Foundation. Retired Rear Admiral William Thompson, president of the foundation, said, "We have had numerous inquiries from the surviving families and friends of retired and active naval persons who wished to make contributions to the Navy Memorial in the name of the deceased. This can be done quite simply. All that is required is a contribution to the foundation in whatever amount the donor wishes. In turn, the foundation will forward appropriate cards to the deceased's family and the contributor acknowledging the fact that the contribution was made." Enactment of Public Law 96-199 in March 1980 authorized the foundation to construct the memorial on public land in the District of Columbia. In March 1981 the Navy Memorial Foundation was granted approval by the Pennsylvania Avenue Development Corporation to construct a \$10 million living memorial at Market Square Park on Pennsylvania Avenue. The Navy Memorial will feature an amphitheater and stage that will become a permanent home for the Navy band. It will also provide facilities for other concert organizations, both military and civilian, and a water park designed to reinforce the Pennsylvania Avenue planned goals for stimulating street life and making Market Square a center for patriotic and public activities.

## **ASH and ASM Ratings Combined**

The service ratings of aviation support equipment technician, hydraulics and structures (ASH) and aviation support equipment technician, mechanical (ASM) will be combined into the single rating, ASM, effective Jan. 1, 1982. This combination is based on the substantial overlap in the duties of the two service ratings. All ASH billets on manpower authorizations will automatically be converted to ASM in January 1982. Revised study guides and personnel advancement requirements will be provided by October 1981. Advancement examinations will continue as ASH and ASM through September 1981 examinations for active duty and through February 1982 examinations for inactive duty personnel. Examinations will be administered as ASM after those dates. More information may be obtained in BUPERSNOTE 1440 of March 30, 1981.

## **Navy Begins Pilot Education Assistance Test Program**

A pilot Education Assistance Test Program for members in the electronic warfare technician (EW), aviation electronics technician (AT), engineman (EN) and fire control technician, gunnery (FTG) ratings is being implemented from April 1 to Sept. 30, 1981. The program provides additional education benefits as retention incentives. People who meet the following requirements are eligible to participate in EATP:

- Have completed a minimum of six years' active duty,
- Are re-enlisting for the second time, for six years, between April 1 and Oct. 1, 1981,
- Hold a high school diploma or general educational development certificate, and
- Waive entitlement to existing GI Bill benefits.

EATP benefits include:

- \$1,200 per year to cover tuition cost to a maximum of four years (total: \$4,800). Full benefits are available only after the obligated six years' active service is completed. If the member attends college part-time while in service, tuition benefits can be used after two years of the obligated active service is completed;
- \$300 monthly cost of living stipend to a maximum of 36 months (total: \$10,800). Members are eligible for these monies after they leave the service;
- Total earned benefits may be transferred to a member's dependents after completion of four years of the obligated active service.
- Members may cash in 60 percent of the unused benefits if they re-enlist after the obligated active service is completed; and
- If the member does not complete the six-year enlistment, the benefits will be prorated based on the service completed.

The EATP benefits are available up to 10 years after honorable discharge or retirement. The maximum benefits which could be earned would have a 1981 value of \$15,600. More information can be obtained in NAVOP 63/81.

# Rewarding Encounter

“...when we left the Home for Orphans in New South Wales, little Mandy was still holding her first doll close to her as she waved goodbye,” wrote an officer on board a Navy guided missile cruiser.

The doll that Mandy clutched tightly came to her through the Navy’s Project

Handclasp, a goodwill program supported by West Coast ships. It is a program that promotes mutual understanding, respect and good will through people-to-people contact between Americans and citizens of other lands. In other words, it’s people helping people.

But it’s even more than that.

Textbooks, treadle sewing machines, bolts of material, soap, medicines, hygienic supplies, household products, diapers, clothing, blankets, seeds, food and hand tools are some of the things of which Project Handclasp is made.

These are things that upgrade life—and sometimes just make it more bearable, especially when disaster strikes—in places like Equatorial Guinea, Somalia, Thailand, South Korea, the Azores and the Pacific Islands of Truk, Ulul and Satawan.

The materials are donated by Americans—service and religious organizations and industries throughout the United States. But Navy ships and their crews are the vital link in getting the donated material to the hands of the people in need of them.

During 1980, Project Handclasp shipped more than 2.2 million pounds of goods with a conservative net value of \$2.1 million. Thirty-one West Coast-homeported ships delivered the material to more than 20 countries and islands worldwide. As donations arrive daily from across the United States, Project Handclasp’s West Coast director, Commander Marchel C. Tevelson,



*Along with the Project Handclasp medical supplies and sewing equipment delivered by the Navy to needy people around the world, there's always room for dolls.*

coordinates the distribution of the vast inventory.

While Project Handclasp may not seem to be a vital part of national defense, it does play a key role in enhancing our Navy's image abroad. It promotes personal diplomacy when American sailors actually distribute the donations.

Admiral Thomas B. Hayward, the Chief of Naval Operations, recently wrote that Project Handclasp, "is an important part of Navy front-line forces in our effort to improve our relations and maintain important friendships overseas for not only the Navy but also for the American people and government...The benefits derived from this program cannot be calculated, or even estimated, in terms of dollars or any other absolute measure but we reap the benefits daily...."

Front-line efforts come in ports not often visited by U.S. Navy ships. There, local recipients of donations witness the humanitarian and goodwill qualities of the American people who have contributed so much. Donations like 100,000 yards of fabric from a textile company, 30,000 gallons of paint from a paint manufacturer and, over the years, tons of high quality medical and hygienic products valued at several

million dollars from still another company compose the tangible value of Project Handclasp.

As one Navy skipper wrote, "The dollar value of the material given remains incidental when compared to the fellowship and good will generated between our crew and Project Handclasp recipients."

The real value is in people caring for people. The examples of American sailors who willingly get involved in Project Handclasp are numerous.

In the Republic of the Philippines, Machinist's Mate Second Class Edgardo Del Fierro renewed old acquaintances while other volunteers aboard his ship, USS *Barbey* (FF 1088), made new friends following the donation of 2,000 textbooks to Botolan North Central School. Del Fierro attended that school before joining the U.S. Navy; his mother is now the school's principal.

USS *Long Beach* (CGN 9) assisted a hospital, school and orphanage with Handclasp material during its Western



# Project Handclasp

Pacific deployment in February of last year. It also aided—again with Project Handclasp material—144 Indochinese “boat people” during refugee relief operations at sea.

In April of last year, Mexican sailors aided their American counterparts on board USS *Proteus* (AS 19) by helping transport 3,000 pounds of medical and hygienic supplies, diapers, clothing, toys and vegetable seeds from the submarine tender to the Angeles Ce Acquirre Infant House in Mazatlan, Mexico. The infant house, which operates a child care center for working parents, relies totally upon volunteer help and donated material to care for nearly 125 children between the ages of 6 months and 6 years.

The sailors of the destroyer USS *Kinkaid* (DD 965) overcame logistical limitations in Port Morseby, New Guinea, and Honiara, Guadalcanal, by manually off-loading more than 29,000 pounds of material to see their people-to-people program become a success.

Last August, the nuclear-powered guided missile cruiser USS *Truxtun* (CGN 35) steamed into Phattaya, Thailand, with medical supplies and toys for the Children's Home there. This unique orphanage is actually a small, efficient farm that provides a home for 90 children and also sponsors a refugee camp in eastern Thailand.

*Truxtun* sailors not only donated the supplies but, like many other U.S. crews, gladly tackled numerous tasks around the farm from painting buildings to making radio repairs. This day's activities ended with an American-style barbecue prepared by the visiting sailors.

As *Truxtun*'s captain noted, “Project Handclasp gave *Truxtun* sailors an opportunity to observe local people trying to help themselves in a unique way and also witness their concern for the world's refugee situation. The men who were able to help that day came away with some good impressions

which had a positive impact on the ship as a whole. It was a great day, all the children were delighted, and the ship's crew was thrilled with their delight.”

Other crews and other ships have their own Project Handclasp experiences to remember. Specifically, crews from USS *Shasta* (AE 33), USS *Niagara Falls* (AFS 3), USS *Camden* (AOE 2), USS *Fort Fisher* (LSD 40), USS *Dubuque* (LPD 8), USS *Saint Louis* (LKA 116), USS *Vancouver* (LPD 2), USS *Yellowstone* (AD 41), USS *Tarawa* (LHA 1), USS *Coronado* (LPD 11), USS *Horne* (CG 30), USS *Peoria* (LST 1183), USS *Constellation* (CV 64), USS *Point Defiance* (LSD 31), USS *Fairfax County* (LST 1193), USS *Francis Hammond* (FF 1067), USS *Mobile* (LKA 115), USS *Ashtabula* (AO 51), USS *Wabash* (AOR 5), USS *Fox* (CG 33), USS *Robert E. Peary* (FF 1073), USS *Bagley* (FF 1069),

USS *Meyerkord* (FF 1058), USS *John Young* ((DD 973), USS *Austin* (LPD 4) and USS *Elliot* (DD 967) have extended themselves in this unique humanitarian program.

Since its inception in 1962, Project Handclasp and the Navy ships that carry the humanitarian cargo and the sailors who deliver it have seen thousands of little Mandys waving and clutching their first dolls.

Such sights are never forgotten.

As one skipper wrote after his first experience with the program, “At first we were reluctant to take the material because it tied up space... In retrospect, I wish now that we had loaded much more material because we found it invaluable... For many of our young men who were involved, it was their most rewarding encounter with the people of the foreign countries visited.”



*Navy people deliver Project Handclasp donations into the countryside where diapers and baby powder will mean comfort and cleanliness.*



# An Easy Way to Save

Do you have trouble saving money? Find it hard to put any aside? Tell yourself you'll save next month? If you are one of the thousands who want to save, but never have, try saving the easy way. Pay yourself first. Sign up for U.S. Savings Bonds and your savings will be set aside automatically.

**Q:** *I'd like to save, but how can I put \$25 aside for a \$50 Savings Bond when I have trouble saving \$10 a month?*

**A:** Savings Bonds are particularly suited for the small saver. While the purchase price of a \$50 bond is \$25, you don't have to save \$25 each month. You can start saving as little as \$6.25 a month—less than \$3.15 each payday.

**Q:** *What is the new Series EE Savings Bond?*

**A:** The Series EE Bond is an appreciation-type bond that is issued at a discount. Its purchase price is 50 percent of its face amount. For example, a \$50 bond costs \$25. Denominations (face amount) are—\$50, \$75, \$100, \$200, \$500, \$1,000, \$5,000 and \$10,000.

**Q:** *What is the interest on Savings Bonds?*

**A:** Savings Bonds pay 9 percent interest when held to maturity of eight years. You may redeem your bonds after six months. Of course, the yield will be less if you cash them in early (4 percent after six months, 6 percent after one year, 8.5 percent after five years increasing to 9 percent at maturity).

## Ace In The Hole



**There's no gamble  
with Savings Bonds.  
Just a good deal  
for you and for U.S.**

**Q:** *Can Savings Bonds be in my name and my spouse's name?*

**A:** Yes. Bonds may be issued in the name of one person, in the names of two persons as co-owners, or in the name of one person as owner with a second person as beneficiary (payable on death).

**Q:** *When is the interest on my bonds taxable?*

**A:** Reporting of interest, for federal income tax purposes, may be deferred until you cash or redeem your bonds. Savings bonds are never subject to state and local income taxes.

**Q:** *Tax deferral sounds interesting, but if I buy bonds for my child—any tax advantages?*

**A:** If you purchase Savings Bonds in your child's name as owner with you or your spouse as beneficiary, not co-owner, you can provide a source of savings for your child's education that may not be subject to tax. At the end of the first year, file a tax return for the child showing the increase in bond value as income to the child. With "intent" established, no more returns are filed as long as bond interest plus other income does not exceed the child's exemption.

**Q:** *I don't have a safe-deposit box. What if my bonds are lost or stolen?*

**A:** Savings Bonds are guaranteed as to principal and interest. If lost, stolen, mutilated or destroyed, bonds will be replaced without charge upon application and will bear the original issue date. Additionally, if you so designate on the allotment authorization form, Navy Finance Center, Cleveland, will hold your bonds in the Safekeeping Depository. You may request your bonds any time by giving name, Social Security number and address to mail bonds.

# Take stock in America.

**Join the Payroll Savings Plan.**



# Smooth Transition

USS *Blue Ridge* (LCC 19) has been busy. One day its home port was San Diego; seven months later it was Yokosuka, Japan. A tribute to the crew's hard work and good planning, *Blue Ridge's* transition from stateside to Japan was smooth and successful.

In February 1979, *Blue Ridge* received word it would be moving to Yokosuka to relieve the USS *Oklahoma City* (CG 5) to become the flagship for Commander Seventh Fleet. This came as a surprise—*Blue Ridge*

had just completed preliminary phases for overhaul and was scheduled to go into the shipyard for extensive work from November 1979 until the summer of 1980.

The contemplated move met with mixed reactions from *Blue Ridge* families. Some were eager to move to Japan while others preferred the familiarity of San Diego. To accomplish the transition and cross-decking smoothly, the executive officers from both *Blue Ridge* and



*Oklahoma City* and representatives from Naval Military Personnel Command and Commander Pacific Fleet all met in Pearl Harbor. They worked out manning requirements for both ships while taking into account the wishes and desires of the families. When the dust settled it was decided that 200 members of the *Blue Ridge* would be reassigned to other units, 211 members of the *Oklahoma City* crew would move to *Blue Ridge* and 39 *Blue Ridge* crew members would go to *Oklahoma City*.

On July 2, 1979, after nine years of making San Diego its home, *Blue Ridge* sailed for Yokosuka, Japan. In addition to the regular crew, the ship carried three dogs, 10 cats and two birds. Arrival in Yokosuka 15 days later included greetings from Com-SeventhFlt and Japanese and U.S. dignitaries. Two weeks of upkeep in Yokosuka were spent readying the ship for its new duties and settling the ship's families into their new homes. The business of being a flagship was soon to begin.

*Blue Ridge* departed Yokosuka in late July to participate in Fortress Gale, a major fleet exercise. As the command and control ship for this exercise, it carried both Navy and Marine Corps exercise commanders.

Upon return to Yokosuka in early September, *Blue Ridge's* first of five incremental overhauls began. This type of overhaul has been done on only a few Navy ships. Rather than a normal six-month yard period, the incremental concept divides the major work into four or five mini-overhauls, usually lasting six to eight weeks each. This accommodates ships that cannot be taken off the line for extended periods of time. During the first mini-overhaul, *Blue Ridge's* interior spaces were modified to accommodate the permanent embarkation of Commander Seventh Fleet and his staff.

*With the departure of Vice Admiral S.R. Foley, Commander Seventh Fleet, from USS Oklahoma (upper right), USS Blue Ridge, as the new flagship Seventh Fleet, is plunged into a new official and ceremonial role.*

*Blue Ridge* and *Oklahoma City* were berthed side-by-side.

A myriad of equipment, files and people was transferred between ships. In addition to personnel and paperwork changes, a helicopter, the admiral's barge and 2,000 repair parts to support major equipment were transferred to *Blue Ridge*.

After a month, all the modifications were completed and Oct. 5, Com-SeventhFlt shifted his flag from *Oklahoma City* to *Blue Ridge*. The transfer marked a new role in the primary mission for the ship and its crew.

On Oct. 22, *Blue Ridge* departed



Yokosuka for its first cruise as Seventh Fleet's flagship. The first port call was Maizuru, Japan; the visit marked the first time a U.S. Navy ship had visited that port in more than 16 years. While at Maizuru, more than 11,000 Japanese citizens toured the ship and several official functions were conducted with local dignitaries as guests.

That visit marked the first of many throughout the Western Pacific. *Blue Ridge* has become a familiar symbol of the Seventh Fleet and the United States. A port call takes on special meaning and is definitely a working situation for most of the crew. A typical visit consists of several official tours of the ship, a luncheon for dignitaries of the host nation, a reception and sporting events with local teams.

The ship's families are now settled and the crew is familiar with its spit and polish routine. It was a busy time and the home port change has been an unqualified success. *Blue Ridge* is looking forward to many years of service as flagship for Commander Seventh Fleet.

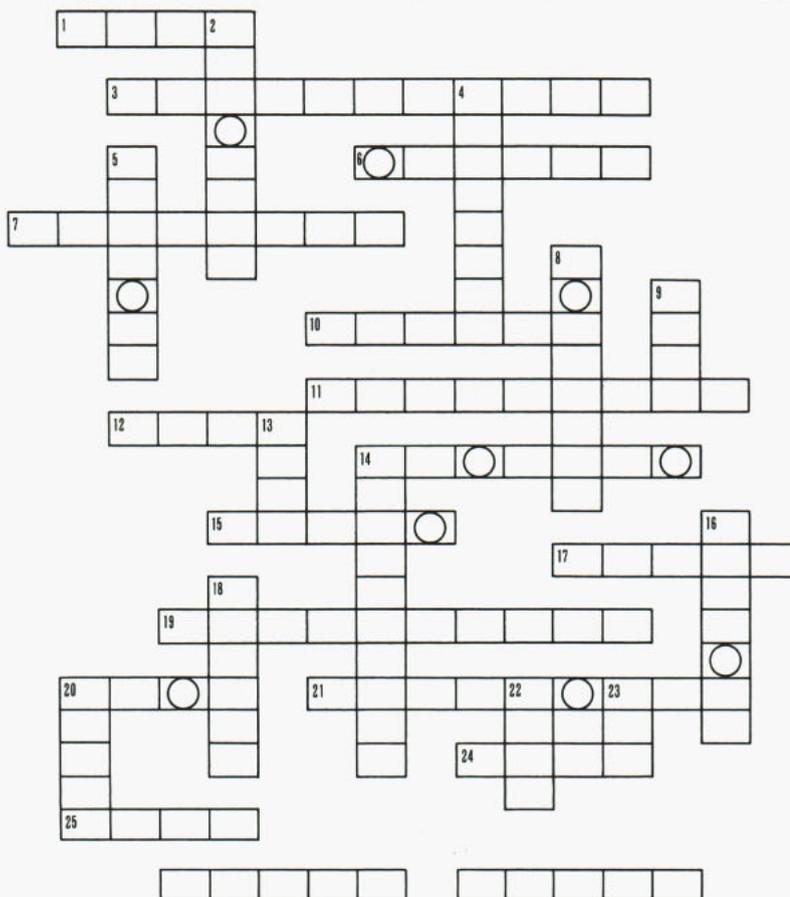
—By Cmdr. S. D. Vroman





# Stern Shots

Old Navy hands shouldn't even dull the points of their pencils as they zip through this crossword puzzle. Not-so-old Navy hands might have a little trouble. In any case, the crossword puzzle designed by Lieutenant Commander James H. Spruance III for Navy women going through the Ships Orientation Program in Norfolk is fun. When you fill in all of the blank spaces, rearrange the letters in the circles to spell out the puzzle's title. Answers, page 48.



## ACROSS

1. Three squares a day and midrats go down here.
3. The conversation and gossip around here is chilled and watered down.
6. Not for slaves but for cooks and messcooks.
7. The officer's mess and lounge.
10. The pilot house and the wings; under way control.
11. Between port and starboard.
12. The ship's steering wheel.
14. Where trash and garbage are dumped over (when under way).
15. Where the ship's name is found.

17. Downstairs to civilians.

19. Between compartments on the same deck.
20. The JOHN or the LOO; yours are separate.
21. Where the green running light shows.
24. Facing aft it is your right side.
25. The skin of the ship.

8. It's not the high cost but it's the ceiling.

9. You can put a boat on one but you cannot put another one on one.
13. The ship's highest structure.

14. Where you usually find the bosun's locker.

16. Upstairs to civilians.

18. Used for passing between decks and levels.

## DOWN

2. Messcooks work here even when they can pay for their meal.
4. These walls do not a prison make.
5. \_\_\_\_\_ and up to starboard when GQ sounds.

20. A horizontal door.

22. The gangway or gangplank.

23. Down and \_\_\_\_\_ to port when GQ sounds.

